

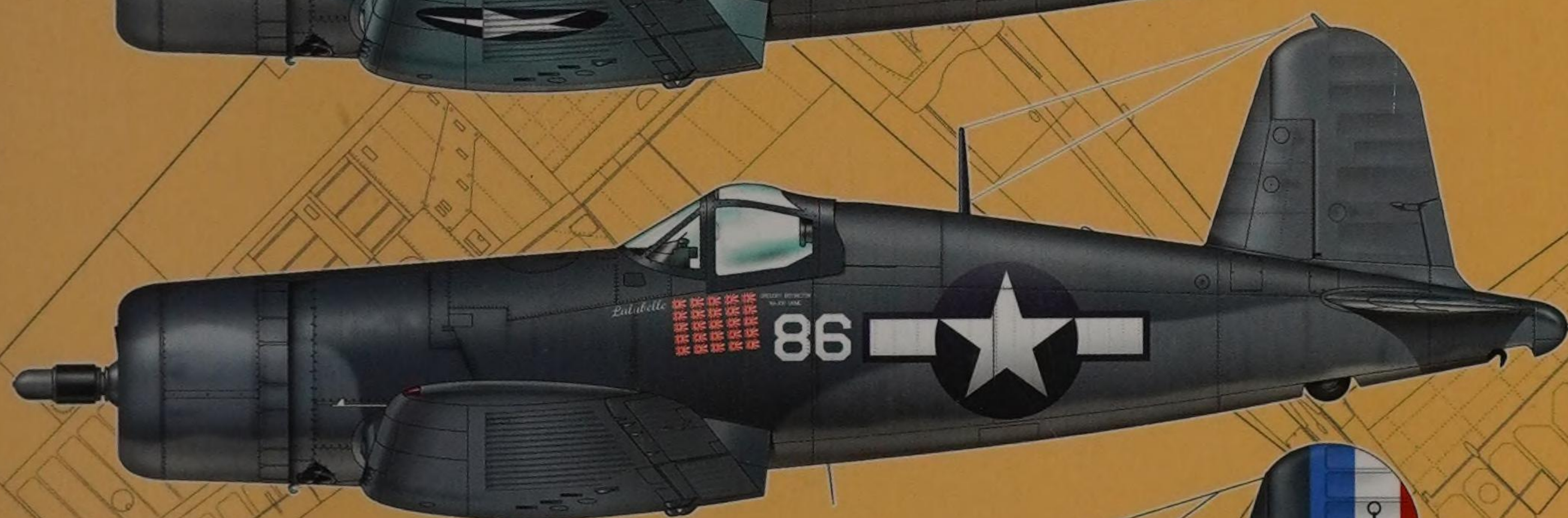
**Famous
Aircraft**
of the world

written & illustrated by
RICHARD J. CARUANA

F4U

Chance Vought

Corsair



HISTORY • DETAILED PHOTOS • COLOR PROFILES • SCALE DRAWINGS

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F4U Corsair
Famous Aircraft of the world - 3

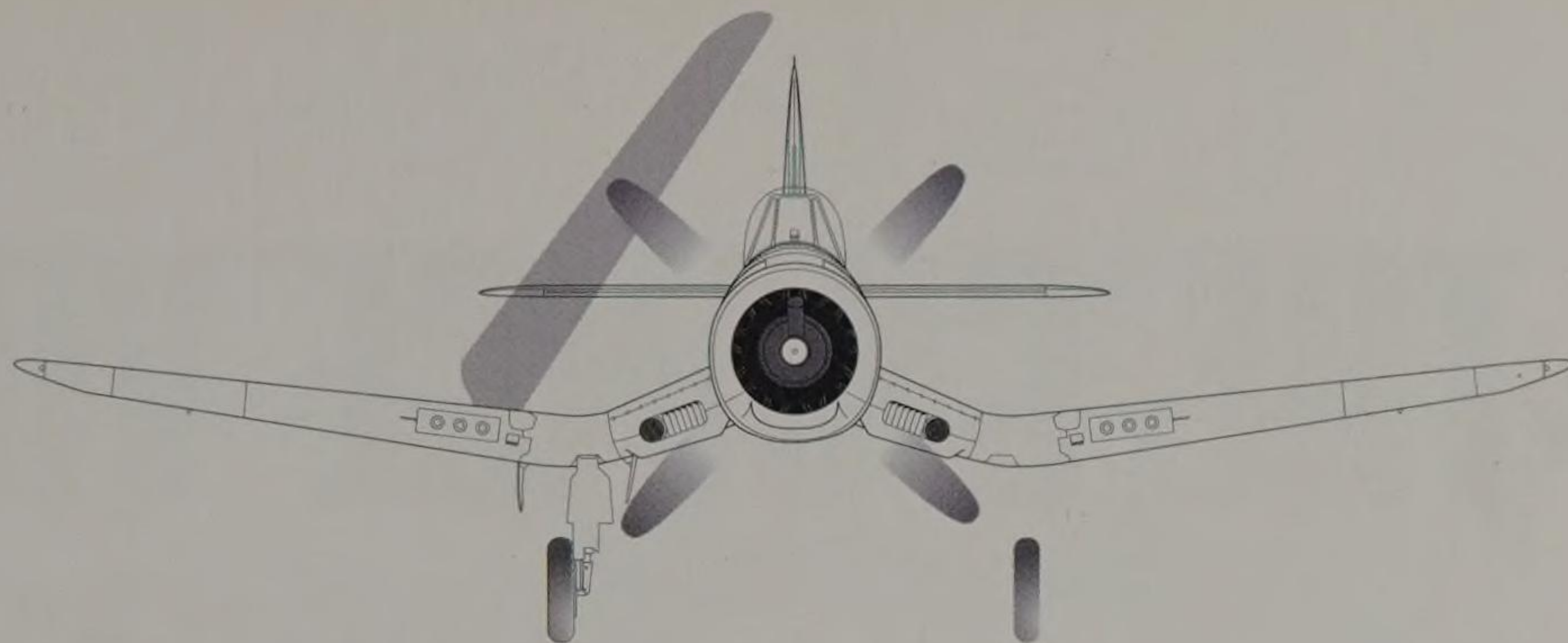
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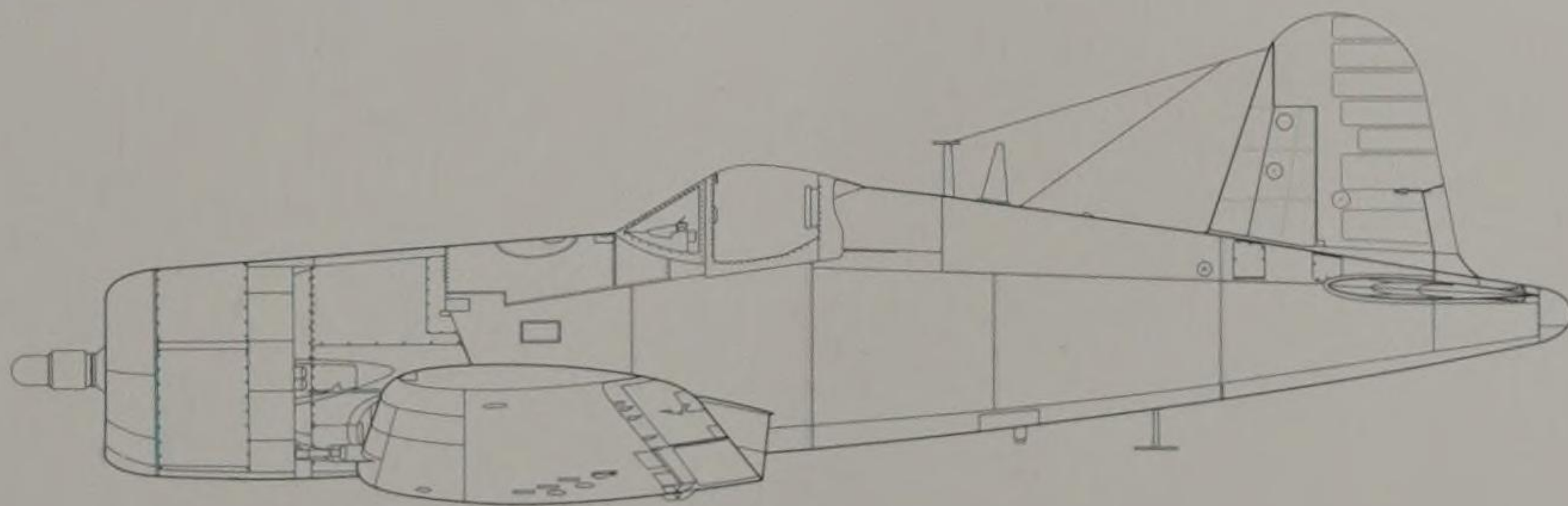
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I am indebted to George Papadimitriou for kindly providing all the color
photos of this publication.

Richard J. Caruana

THE CHANCE VUGHT F4U CORSAIR

WRITTEN AND ILLUSTRATED
BY RICHARD J. CARUANA

Nicknamed "The Bentwing Bird" and "Whispering Death", the Chance Vought Corsair is definitely among the very best naval fighters produced during the Second World War. Built by Chance Vought, Goodyear and Brewster, it enjoyed the longest production run of any piston-engine fighter in history. It served mainly with the United States Navy (USN), the United States Marine Air Corps (USMAC), the Royal Navy (RN), the Royal New Zealand Air Force (RNZAF) and the French Aéronavale, and when these major operators began to retire the type it was put to further use with the air arms of several South American countries.

Development

The "Corsair" traces its origins to a USN contest announced in February 1938. Specifications requested a single-seat seaborne fighter of much higher performance than any of its contemporaries, especially in service ceiling and speed. Armament was to consist of a pair of .30 caliber machine guns in the fuselage with 500 rounds per gun (rpg), and another pair in the wings with 200 rpg which could be exchanged for Madsen 23 mm cannon. An unusual request was for internal bomb cells holding a total of 167 lb.

Chance Vought took on the challenge to design and build the fastest machine possible and the company's proposals were presented in April. Designed by Rex Beisel and Igor



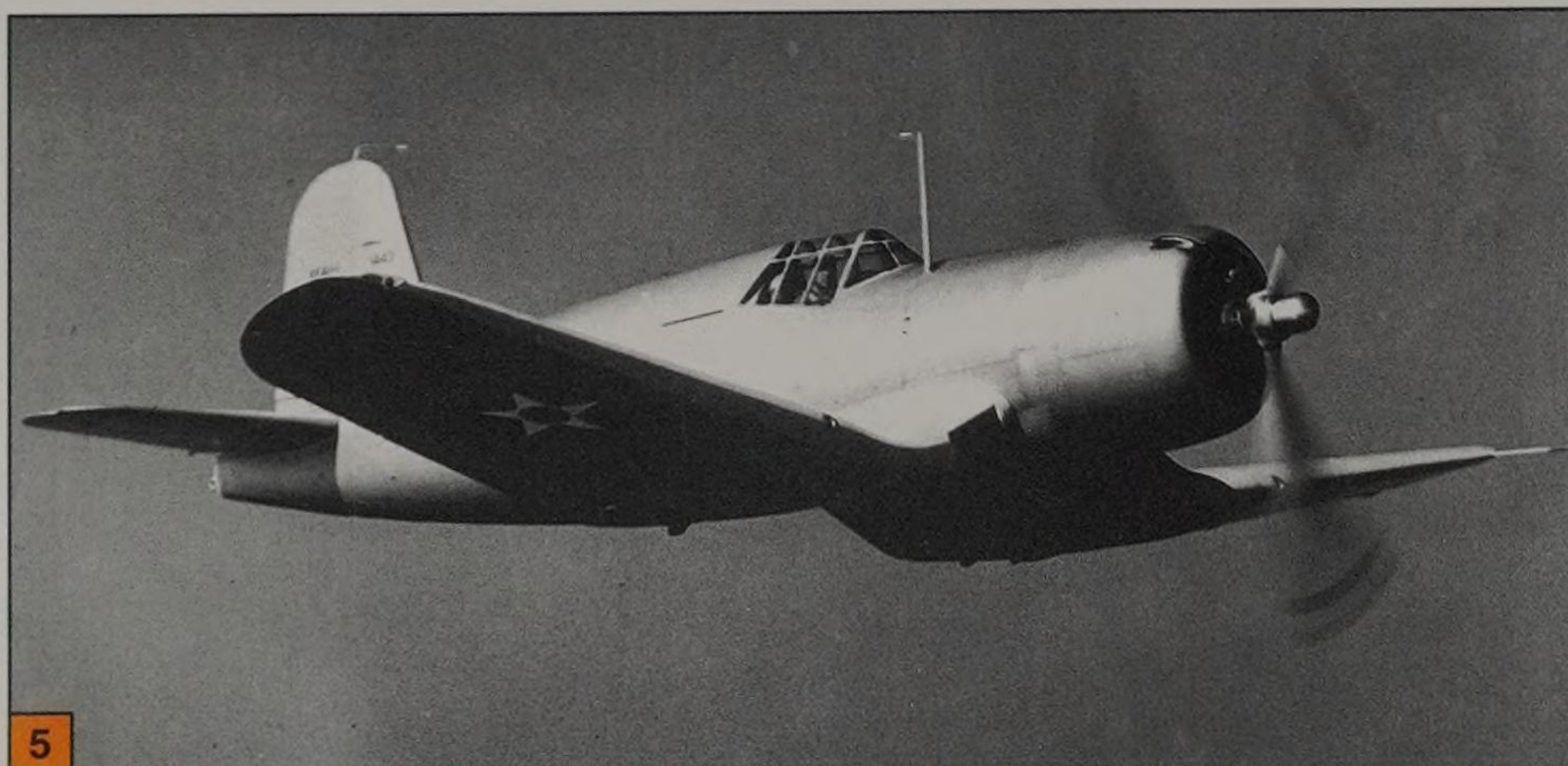
Sikorsky, the airplane (Vought Model V-166B) was designed around a Pratt & Whitney R-1830, which represented one of the most powerful power plants available at that time. However it was also proposed to build a parallel design which could make use of the 18-cylinder Pratt & Whitney XR-2800-2 Double Wasp (2,000 hp – 1,490 kW), the most powerful engine envisaged for future production. This engine would drive a 13 ft 4 in (4.06 m) diameter Hamilton Standard Hydromatic three-bladed propeller (blade design No. 6443)

These proposals, designated V-166A and V-166B respectively, were the most impressive to emerge from the Navy contest and in June 1938, Vought received approval for the design and construction of a prototype under the designation of XF4U-1. A full-size mock-up completed in February 1939 for inspection, revealed for the first time the characteristic “gull-wing” design that was to become such a unique recognition feature. This kinked wing was an ideal solution for the design problems



1. Goodyear-built FG-1D 88297, displaying Fleet Air Arm colors and markings as KD345/130 taxiing out for a display at Duxford. (G. Papadimitriou)
2. F4U-4 Corsair 97264 of the Duxford Fighter Collection with everything hanging down in landing configuration. Registered as F-AZVJ, this is a post-war Vought-built Corsair and is kept in airworthy condition. (G. Papadimitriou)
3. F4U-4 Corsair 97264 awaiting its turn to take to the air for another display at Duxford. (G. Papadimitriou)
4. FG-1D 88297 during short finals on landing; note the long travel incorporated into the landing gears' shock absorbers to cushion heavy deck landings. (G. Papadimitriou)

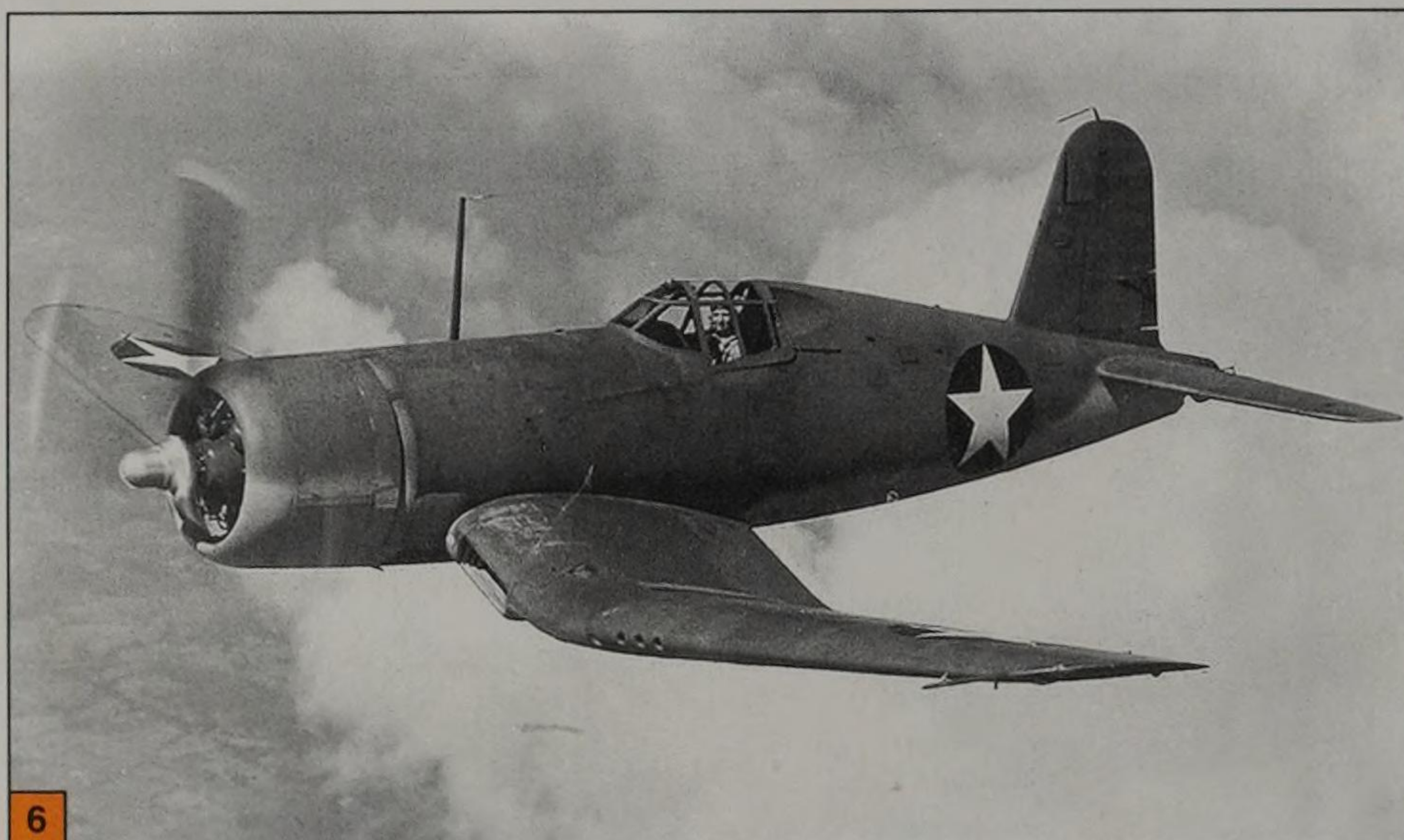




5. First prototype of the Corsair, the XF4U-1, during one of its initial flights. Note the original cockpit position, which later was moved back to make way for extra fuel tankage in the fuselage. (Vought)

6. An early production F4U-1 Corsair wearing typical finish and markings of its period. Although one of the modifications called for by the USN was to eliminate the rear view side windows aft of the cockpit, it would appear from photographic evidence that these continued to be fitted until the "birdcage" canopy had been replaced by the blown two-framed version. (Vought)

7. The Brewster-built version of the F4U-1A was the F3A-1, and a large number of those built were delivered to the British Royal Navy Fleet Air Arm (FAA). Note the small fillet on the starboard wing leading edge, outboard of the wing guns. (R.J. Caruana Archives)



avoiding external appendages that could cause drag. The plane's construction did involve some compromises, however, such as the fabric covered outer wing sections and control surfaces. The last contemporary fighter with fabric covering had been the very early Hurricane Mk.I version, and even that version of the Hurricane had long been refitted with metal-covered wings by the time of the Corsair's appearance.

On the other hand, wherever metal panels were used these were flush riveted to the framework, the latter benefiting greatly from newly-developed spot welding techniques.

Lyman A. Bullard took the prototype, fitted with the Double Wasp, for its first flight on 29 May 1940. During a test flight between Stratford and Hartford (Connecticut) on 1 October 1940 the prototype attained a speed of 405 mph (615.8 km/h – considered sensational for its time), making it the first American fighter to surpass the 400mph (643 km/h) mark. Although the Navy knew it had a winner on its hands, the airplane's entry into production was by no means straightforward. Aileron flutter caused problems and was indirectly responsible for a crash of the prototype. The plane was repaired and managed to resume the test program. The gull wing's wake also interfered with the elevator controls, making it difficult to recover from a spin. The cure for this was the addition of a small spoiler to the starboard wing's leading edge.

A series of modifications and additions were asked of an airplane that already presented a considerable engineering challenge for mass production. All armament was moved to the wing that meant that the wing centre-section fuel cell had to be moved to the fuselage. Thus

posed by the massive power plant and its enormous propeller, giving it maximum ground clearance. Undercarriage length and ground angle were kept to a minimum. To accommodate the wing folding mechanism, the main landing gear was designed to rotate 90° aft and fold upwards and rearwards into the wing's kinked edge. Notwithstanding the problems in

building such a complicated wing structure, the 'gull-wing' provided optimum drag reduction at its root attachment to the fuselage sides.

In the XF4U-1, Vought managed to integrate the most advanced features for of any naval planes of the period. Apart from the fully retractable undercarriage, radiators were incorporated into the wing structure thus



8. The Brewster F3A-1 was known in Fleet Air Arm service as the Corsair III. Most of these Corsairs were delivered in the USN four-tone scheme and had to be repainted in FAA colors, as was the case with the JS643, shown here. (R.J. Caruana Archives)



9. A Corsair II creates vortices with its prop wash on its take-off run. This view is a rare opportunity to study the upper surface camouflage pattern, and the areas weathered and stained with grime. (R.J. Caruana Archives)
10. Fleet Air Arm Corsairs Mk.I and II of 738 Naval Air Squadron, 1943. The top aircraft in this formation is Corsair II, JT238 coded 3BB. (R.J. Caruana Archives)



this feat alone was considered highly positive, since performance frequently suffers as a result of modifications introduced between prototype and production standard.

The USN accepted delivery of this airplane on 31 July 1942 and carrier trials aboard USS Sangamon were performed on 25 September 1942 by the seventh production example, when a number of problems that had considerably delayed the Corsair's entry into carrier service were exposed. Modifications were so extensive that a separate unit was set up to convert planes coming off the Stratford production line to combat standard.

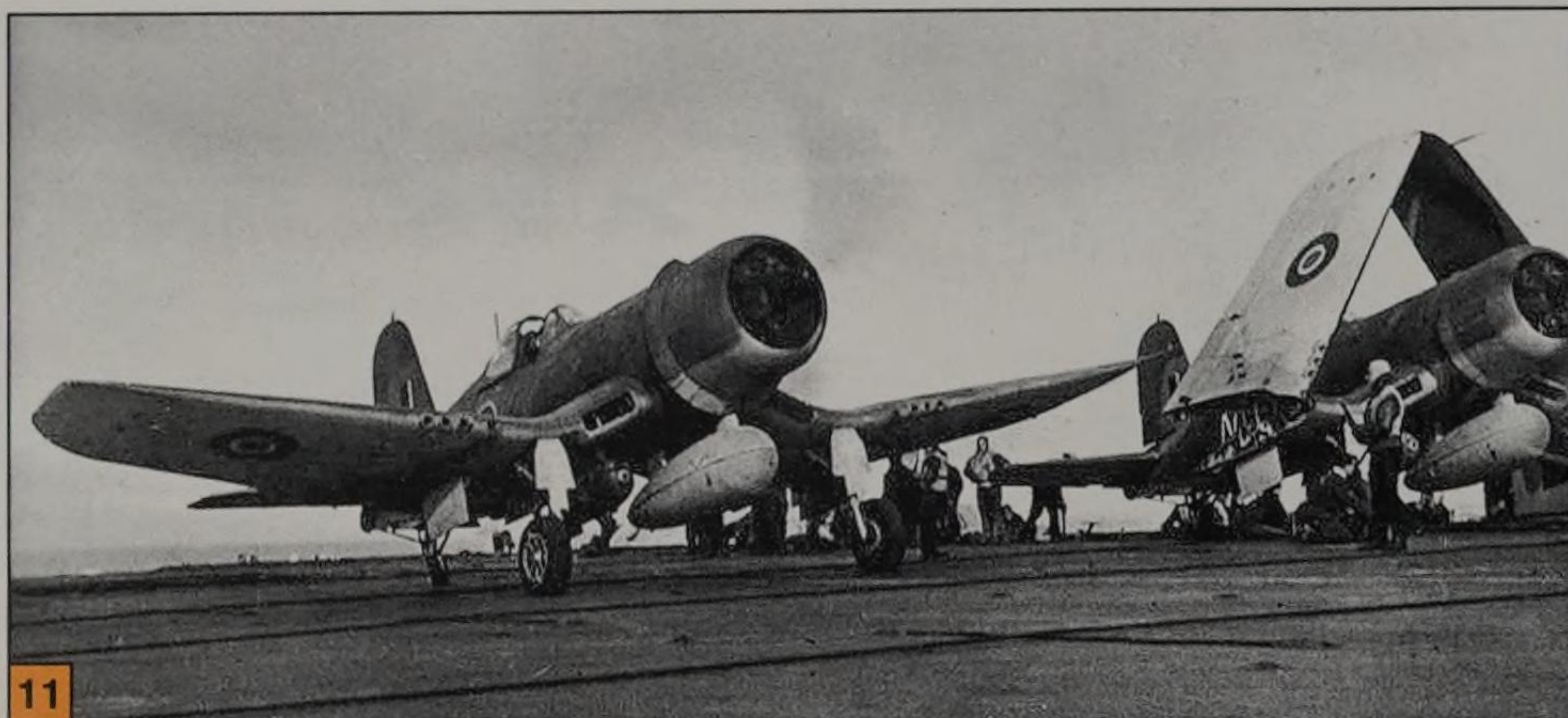
The first version of the Corsair to enter service was designated F4U-1 and was based

the cockpit was moved back some three feet (91cm), to a position from which the pilot's view forward was practically blocked by the massive wings while maneuvering on the ground. Armor plating weighing a total of 170 lb (77kg) was also added, including a 2-inch (51mm) laminated sheet windscreen front, and heavy aluminum plate protection for the fuel tanks.

Into Production & Service

On 30 June 1941 Chance Vought received a contract for an initial production batch of 584 F4U-1s, the first of which flew for the first time on 25 June 1942 with Boone Gyton at the controls, obtaining a top speed of 415 mph (667.8 km/h);

very closely to the original XF4U-1 in general layout. Vought's AN 01-45HA-2 document (restricted during the war) describes the type as a "single-place, single-engined, low-wing monoplane" built by the parent company at its Stratford facilities in Connecticut. The initial version was also built by Brewster Aeronautical



11. Fleet Air Arm Corsair IIs running up their engines prior to take-off. Note the distinctive clipped wingtips on the example on the left and position of underwing roundel on the folded wings of the example on the right.

(R.J. Caruana Archives)

12. Underside view showing the way early F4U-1s were finished in this area, with the folding sections of the outer wings in the Intermediate Blue used to blend the upper fuselage color to the underside Insignia White. Note also position of the star national markings, painted below both wings. (R.J. Caruana Archives)



outer wing covering as already explained) the moveable control surfaces were of either wood or fabric-covered metal construction. The Pratt & Whitney R-2800-8 or -8W Double Wasp air-cooled 18-cylinder engine had a two-stage supercharger and a water-injection system. The wing center section had a NACA 23018 cross-section while the outer wing panels were of NACA 23015 cross-section (curve identification at root); wing area totaled 314 sq ft (29.17 m²).

The wing folding mechanism was hydraulically powered, as were the landing and arresting gear and wheel brakes. This meant that the airplane demanded particularly frequent maintenance and for this purpose Vought installed close to 100 inspection and access panels in the airframe, 30 of which could be found in each wing.

Armament, now housed entirely within the outer wing panels, consisted of six 0.5 in (12.7 mm) Colt Browning M-2 machine guns with 400 rpg on the inboard pairs and 375 rpg on the outer pair; the disparity of rounds on the outer pair of guns was due to lack of room to take a full length of ammo links.

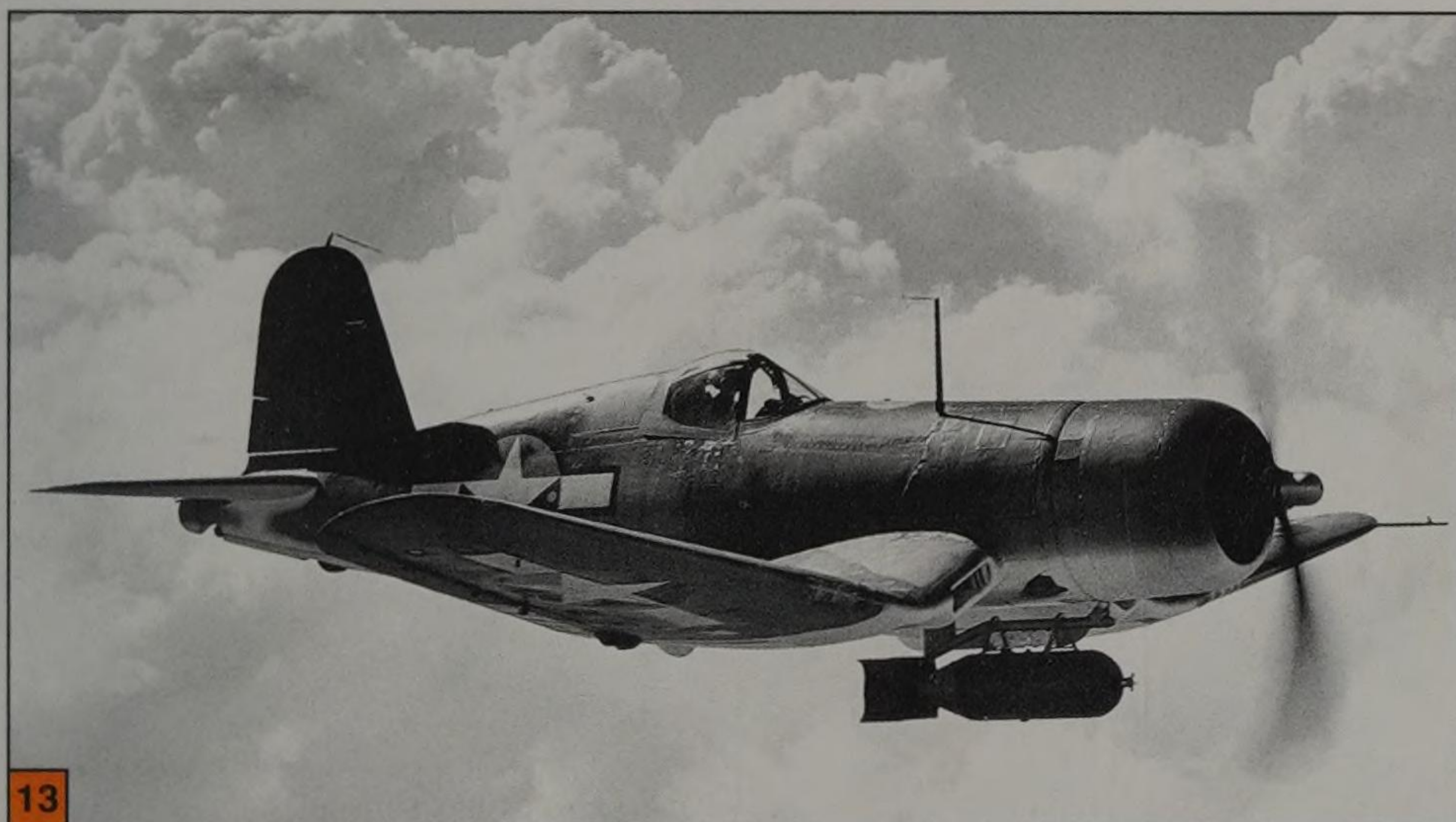
It is to be noted that the FG-1 was a land-based version for the USMAC and had no wing folding mechanism. It had also been decided at some stage that the fuselage window aft of the cockpit canopy be removed; however, many early versions of the Corsair are recorded photographically as having to have retained this feature well into service use.

Although priority in deliveries of the Corsair had been given to the USMAC, two USN units, VF-12 and VF-17 received F4U-1s in October 1942 and April 1943 respectively. VF-12 completed deck landing trials successfully but not without encountering problems. The Corsair was found to lack power at altitude due to air leaks in the intake manifold. Its deck-landing characteristics were also cause for concern and on arriving at Espiritu Santo VF-12 handed its F4U-1s over to the Marines preferring the F6F-3 Hellcat instead. Under the

Corporation on Long Island as the designation of F3A-1 and by Goodyear Aircraft Company at Akron (Ohio) as the FG-1.

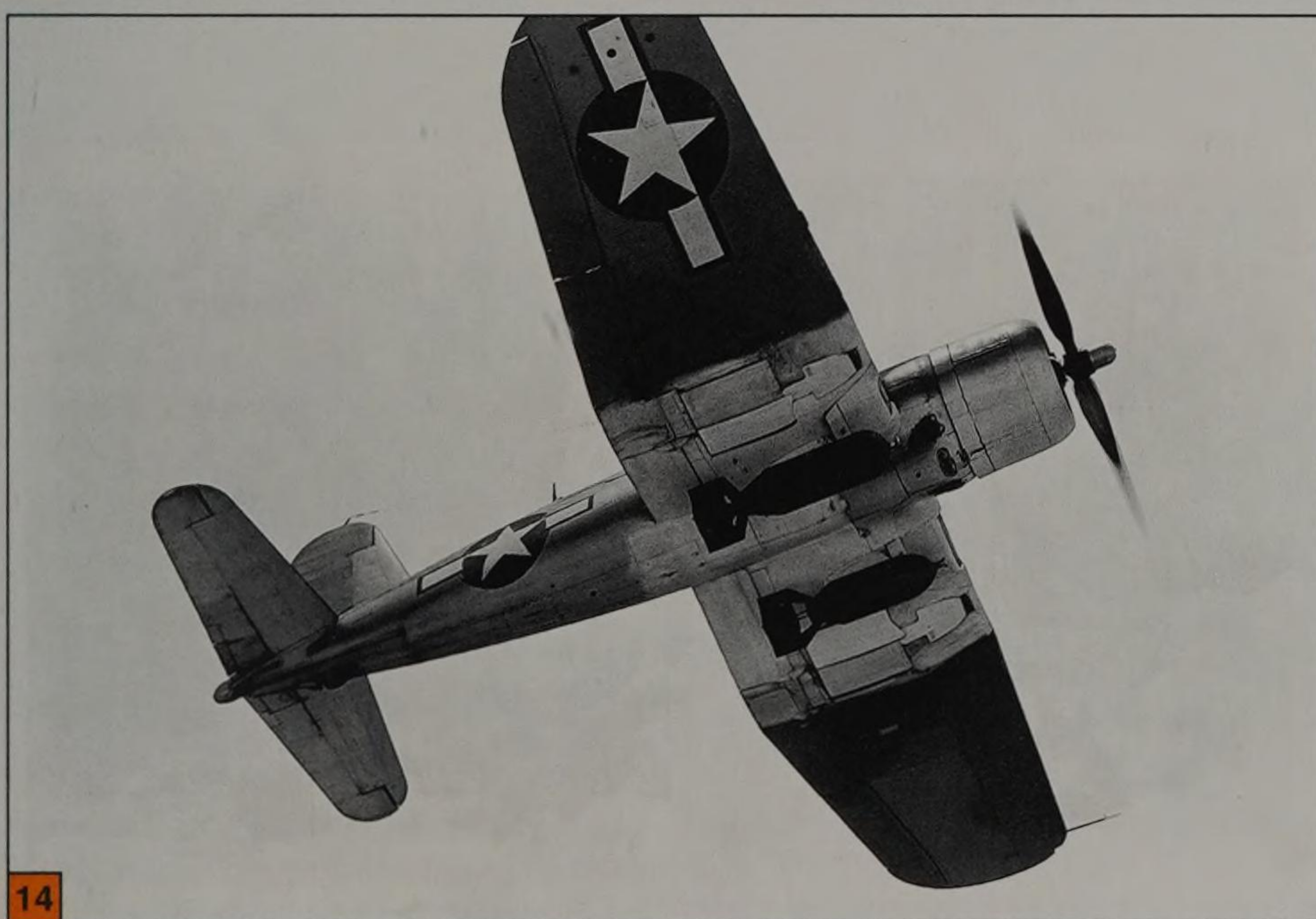
Structurally, the Corsair was designed in 44 major components, chiefly around the center wing-fuselage section (sub-component VS-34072) that supported the engine, the

fuselage (VS-33228) and aft section (VS-10229), the main landing gear (VS-10275) and the outer wing panels (VS-10013). In construction, the fuselage was of semi-monocoque type and the wing was a full cantilever type built around a main spar and box beams. Built entirely of metal (except for the



13. Superb shot of an F4U-1A Corsair in the four-tone color scheme carrying a bomb on its centerline pylon. Dive bombing tactics were evolved, whereby the undercarriage was extended to act as dive brakes, enabling dives up to 80 degrees to be performed. (Vought)

14. An F4U-1D Corsair showing off its twin bomb pylons fitted to the inner sections of the gull wing. An often neglected detail consists of the three formation lights below the starboard wingtip, the central one being highly visible within the white band of the underwing national marking. (Vought)



By the summer of 1943 seven USMAC units in the South Pacific were flying the F4U-1. Squadrons equipped with Corsairs consisted of VMF-213 in March, VMF-121 in April, VMF-112 and VMF-221 in May, VMF-122 and VMF-214 in June and VMF-123 in July. Of these, the best-known unit in the Solomons was VMF-214 "Black Sheep Squadron" led by Major Gregory "Pappy" Boyington, probably thanks to the publicity generated by a 1970s TV series. It was certainly one of the most successful operation-wise; Boyington destroyed 22 confirmed kills while flying the Corsair to which one needs to add a further four kills flying the P-40 with the Air Volunteer Group in China.

On 1 April, a formidable Japanese force made a serious attempt at knocking out the defense force on Guadalcanal when 58 A6Ms attacked the base; USMAC fighters destroyed 18 Japanese fighters, a further eight were credited to USN planes. However that was but a prelude, for on 7 April 177 enemy planes approached "The Slot" (as the area of the Solomon Islands was known), of which over a 100 were A6Ms escorting D3A Val dive-bombers. The combined defense force made up of 76 Army, Marine, and Navy fighters faced this overwhelming force with determination and destroyed 39 enemy planes, of which 28 were credited to USMAC units. This marked a turning point, after which enemy raids became less frequent and employed smaller numbers of airplanes.

Improving the Breed

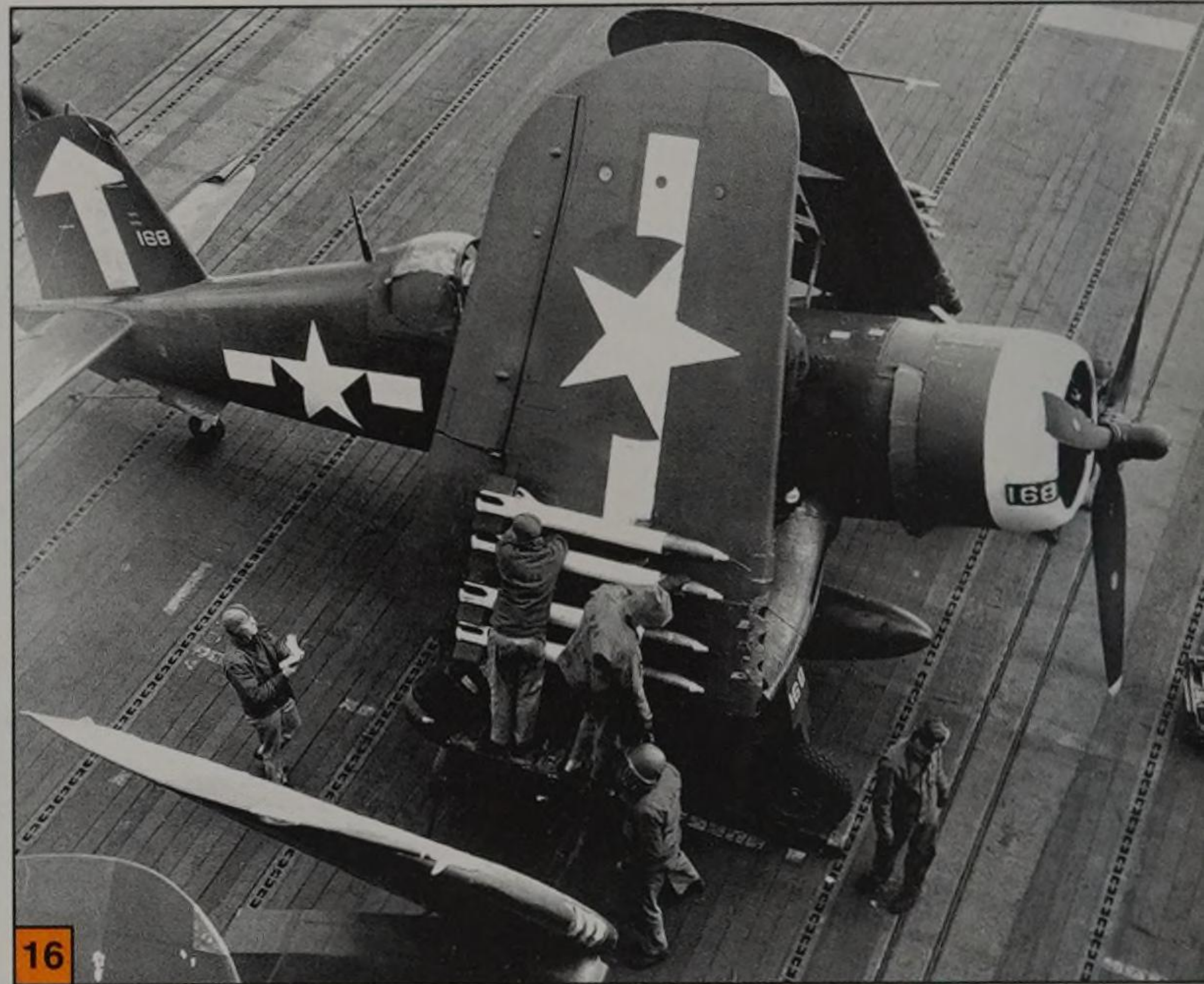
With production of the F4U-1 well under way (ending with a total of 688 examples built), Vought sought to press forward with the full development of the type in order to get the full benefit of all its positive design features. Among its first offerings, Vought designed a two-seat trainer but the USN showed no interest and the project did not proceed further. The next

command of Lt Cdr J.T. Blackburn, VF-17 was assigned to USS Bunker Hill (CV-17) in June 1943. Still unconvinced of the F4U-1's capabilities as a shipboard fighter, the USN relocated VF-17 ashore in the New Georgia area in September 1943, being replaced on the carrier by the Hellcat-equipped VF-18. However VF-17 had to re-fit the tail hooks onto their Corsairs in November 1943 when they were required to provide top cover to the task force attacking Rabaul. Apart from revisiting their previous home (Bunker Hill) to refuel during the operation they also landed and flew off USS Essex (CV-9).

Meanwhile the USMAC began to accept F4U-1s in August and September 1942, enabling VMF-124 to be the first Corsair equipped unit when 12 "combat-ready" machines arrived at Henderson Field (Guadalcanal) on 12 February 1943 under the command of Major William E.

Gise. Its operational debut was not exactly bright when only two days after their arrival the unit provided escort on a raid against Kahili Field on Bougainville, during which some 50 A6M "Zeros" pounced on them. Two Corsairs were lost, together with two P-40s, four P-38s, and two PB4Y-1s against three enemy fighters Destroyed – a fiasco subsequently referred to as the "St Valentine Day's Massacre".

It didn't take long, however, for USMAC Corsairs to gain aerial superiority in the contested area that was held until the end of hostilities. By May 2nd Lt Kenneth A. Walsh of VMF-124 became its first Corsair 'ace' (ending the war with 21 kills); the unit eventually claimed 68 enemy planes destroyed for the loss of 11 of its own aircraft and three pilots during its tour in the Solomons; attrition from accidents was rather high, accounting for the loss of a further 17 F4U-1s and four pilots.



15. F4U-1D Corsairs ranged on the deck of USS Bunker Hill, being readied for take-off in 1944. The vertical white arrow marking on the tail identifies the unit as VMF-221. (Vought)

16. A rocket-armed F4U-1D, coded "168," from VMF-221 is readying for take-off from USS Bunker Hill (CV-17). Official documentation specifies the nose color to be bright yellow. (Vought)

17. An early F4U-1D armed with a pair of bombs below the inner wing sections, finished in the four-tone color scheme. (R.J. Caruana Archives)

version on the drawing board was a major improvement, however, and helped establish the Corsair's position in the front ranks of fighter aircraft. In this F4U-1A version, the original "birdcage" sliding canopy was replaced with a "Malcolm" blown hood, having only two outer horizontal bracing frames. This canopy greatly enhanced the visibility for the pilot in the cockpit. The pilot's seat was also raised, thus improving forward vision over the aircraft's long nose, especially when on the ground, during takeoff and landing.

Since F4U-1As earmarked for the USMAC were destined to operate from land bases, shipboard requirements such as folding wing mechanisms and tail hooks were eliminated. Moreover, an R-2800-8W engine with water injection, was tested on a late-production F4U-1A. Results were successful enough for this engine to be retro fitted to a good number of Corsairs of this version already in service. Other features introduced on the F4U-1A

included the ability to carry drop tanks with which range was extended to just over 1,500 miles (2415 km). Internal fuel load consisted of 237 US gallons (896.2 liter) in the fuselage tank ahead of the cockpit together with a 62 US gallon (234.6 liter) tank in each wing. Vought's production of this version totaled 2,126 while Goodyear's version of the F4U-1A – without folding wings – was designated FG-1A, and together with the earlier FG-1 it produced 340 examples.

Continuing in designation order one finds the F4U-1B, which was exactly similar to the F4U-1A but had clipped wings and was built exclusively for the Fleet Air Arm (FAA) for operations from British carriers that were fitted with smaller elevators between their decks and underlying hangars.

Only 200 examples of the F4U-1C were built. This version entered production in 1943 as a ground-attack version of the Corsair and therefore carried a heavier armament, in the

form of four 0.79" (20 mm) AN/M2 cannon with 231 rpg. Although the "C" proved to be an excellent ground attack aircraft it did not prove equally popular with pilots who flew it. They generally considered the six .50" machine guns more than adequate and, apart from having a higher rate of fire, they also carried more ammunition.

With the F4U-1D, which was built in parallel with the -1C, wing armament reverted back to that standardized on the earlier Corsair versions. However, the water injection R-2800-8W became a standard fit, increasing top speed by 8 mph (13 km/h) thanks to its extra 250 hp (187 kW). An additional boost could be provided by water injection, enough water being available for 8 minutes, 30 seconds at combat power. Although this might seem a small gain, it was, in fact, quite considerable, considering the additional equipment that was fitted to this version. Aiming at filling a request by the USN for fighter-bombers, Vought began by replacing the wing's internal fuel tanks – highly exposed to damage during low-level fighter-bomber sorties – by an extra station for an external



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18. VMF-221 launches all its F4U-1D Corsairs off USS Bunker Hill, with "110" seen here rearing to go with the throttle opened to full, brakes on, and awaiting the signal to proceed. (Vought)

19. The F4U-1D, coded 707 on the nose, in the Glossy Sea Blue overall finish. Note the matt area ahead of the cockpit, which was usually left in the previous shade of Non-Specular Sea Blue. (United Aircraft Corp)



19

ventral drop tank, ventrally below the fuselage. It is to be noted that of the other two drop tanks only one was self-sealing and it could be retained during the entire distance, dropping the unsealed tank first.

The fitting of under-wing bomb racks must have proved quite a challenge on an airplane whose external wing panels were still being covered in fabric. Bomb racks and rocket tabs had to be fitted using a metal plate stuck to the underside of the wing surfaces with the consequential addition of drag – apart from weight. Further weight increases featured in protection to the oil tank (32 lbs – 15.45 kg), front (35 lbs – 15.87 kg) and aft (155 lbs – 70.3 kg) of the pilot's seat, the self-sealing fuselage (178 lbs – 80.74 kg) and a deflection plate above the forward fuselage, just ahead of the windscreen (25 lbs – 11.33 kg).

A final refinement, fitted only to some 50 examples of the F4U-1D production run, was the clear canopy from which the two horizontal frames and the metal cap above the pilot's head had been removed. Originally these frames had

been considered necessary to prevent damage to the glass canopy whilst being opened and closed; however it was later deemed that such reinforcements were unnecessary. Vought's production run of the F4U-1D totaled 1,689 examples; Goodyear produced this version as the FG-1D (1,997 built) while Brewster's version was designated F3A-1D (430 built).

Corsairs from the F4U-1 versions could be field modified for reconnaissance through the removal of armament and the installation of a camera kit supplied by Vought. A single K-12 camera could be installed vertically in the lower fuselage, aft of the wing trailing edge. Since the camera installation was a field modification, the exact number of F4U-1 Corsairs so modified and re-designated as F4U-1P, is uncertain.

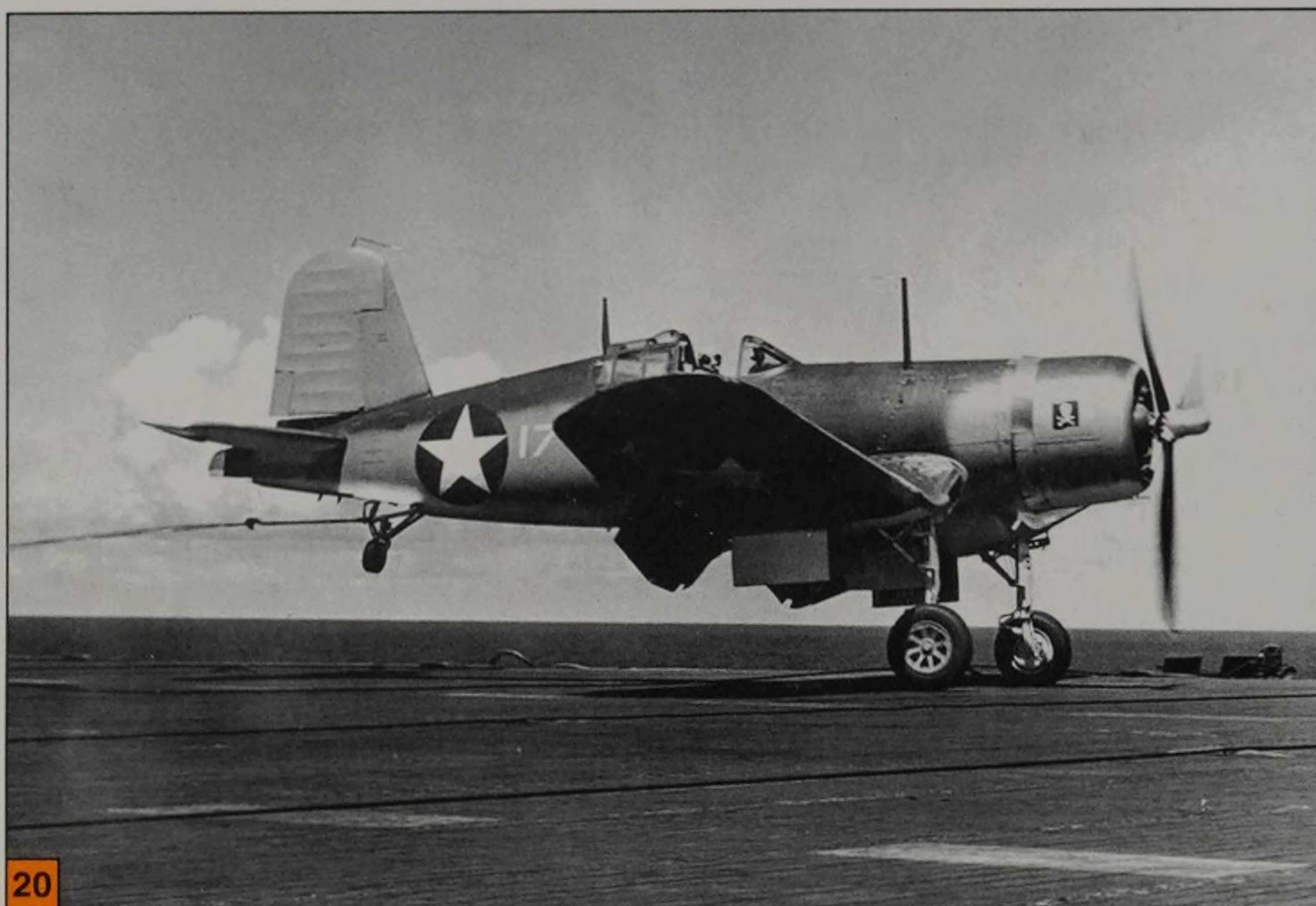
The first USN unit to be equipped with the F4U-1A was VF-17. It was destined to become one of the most outstanding fighter squadrons of any US service during the Second World War. During 75 days of fighting, VF-17 ran a kill tally of 154 enemy planes and saw the birth of 12 "aces" within its ranks. On one occasion,

while flying high cover for two US carriers, the unit totally destroyed a complete attacking force of 18 Japanese torpedo bombers and then safely landed all its Corsairs back on the USS Essex and USS Bunker Hill. The unit also initiated the F4U into the role of conducting strike missions, with such sorties as those it flew against Rabaul. Meanwhile VF-301 has had also received the improved Corsair version and proceeded with carrier trials in April 1944. Improvements that had been incorporated into the F4U-1A (especially the longer oleo leg that eliminated the tendency to bounce on landing) were summarized by a Navy evaluation unit in May 1944. That report ranked the aircraft as a better fighter, fighter-bomber, and more suitable carrier aircraft than the F6F. It strongly recommended the re-equipment of USN squadrons with the type. In fact, whenever units flying F6Fs returned to the rear areas, they were regularly being re-equipped with Corsairs.

The Pacific War

Meanwhile, back in the Guadalcanal area, four F4Us of VMF-213 encountered an attacking force of 20 A6Ms escorting 16 bombers on 25 April 1943. Notwithstanding the overwhelming odds the Corsairs shot down five fighters and managed to drive off the attack force, for the loss of two aircraft and one pilot. The Corsair raised its tally of kills in the area once more when it received credit for 15 out of the 16 A6Ms shot down on 17 May, the other going to a USAAF P-38. During that engagement three Corsairs were lost, however, one of them the plane of Maj. Gise, commander of VMF-124.

Japanese daylight raids continued unabated and on 7 June the defenders confronted a force of 112 attacking planes and managed to shoot down 23 of them. Corsairs of VMF-112 took out seven of the Japanese aircraft, losing four of their own. All the Corsair pilots baled out safely. On 16 June, Japanese forces mounted a final massive assault with 120 planes, of which a staggering 107 were shot down. VMF-121, VMF-122, and VMF-124 downed eight of those attackers, for the loss of one pilot.



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20. An early F4U-1, fitted with the "birdcage" cockpit canopy, from VF-17 "Jolly Rogers" picks up the wire as it lands back on USS Bunker Hill (CV-17). Very evident is the four-tone scheme that USN aircraft were to use for most of the middle part of the war in the Pacific. (USN)
21. The small "Ace of Spades" motif on the fuselage indicates that this F4U-1A belongs to VMBF-231. (R.J. Caruana Archives)



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Corsairs scored their highest number of kills, however, on 30 June 1943 when after months of bombing by the enemy, US forces finally invaded the New Georgia group of islands. VMFs 121, 122, 213, and 221 shot down 58 enemy planes between them for the loss of four F4Us and three pilots. The Corsair's pattern of air superiority continued with 17 enemy planes shot down on 7 July. Then on 15 July, VMF-122 took out 14 Japanese aircraft and VMF-213 shot down 16 enemy planes. The rough experience gained by these squadrons flying in the close support for troops on the ground would eventually be honed into a fine art. When the campaign in that area drew to a close, with the capture of Munda on 5 August, Corsair units of the USMAC had claimed 187 enemy planes destroyed for the loss of 34 F4Us.

Up the "Slot"

Before they could achieve their final target in the Solomon Islands' campaign – the liberation of Rabaul – US forces had to take Bougainville where aerial forces could be stationed to provide both offensive and defensive support. Along with the USAAF's P-40s, USMAC units flying Corsairs were to escort bombers during strikes preceding the beach landings. These aircraft were stationed as follows: VMF-211 on the Russell Islands, VMF-215 on Munda, VMF-221 on Villa Lavella, and VMF-212 on Barakoma. The strikes against Bougainville commenced in October after the fighter units had gone through a period of rest in the "back areas" during which they continued training and stocked up with materiel and replacements.

On 15 October, the Corsairs got into some real action when 15 A6Ms came up to challenge them as they escorted B-24s on a bombing mission to Kahili. Six of the 15 Japanese attackers were shot out of the sky. Two days later, Corsairs destroyed 14 enemy planes during an attack on Ballale Island airstrips. Shortly afterwards another air battle saw eight enemy A6Ms fall to the guns of the F4Us; all this for the loss of only one Corsair. During the last week of October more and more escort missions were flown by F4Us encountering less and less enemy opposition.

On 1 November, first day of the US landings on Bougainville, Corsairs joined USAAF units in providing air cover and quickly disposed of half the force of 30 A6Ms that tried to intervene at Cape Torokina. As the fighting intensified, both in the air and on the ground, VMF-221 scored two victories and another probable, while VMF-215 shot down five A6Ms for the loss of one Corsair. A week later a sizeable Japanese force of bombers and escorting fighters tried in vain to disrupt reinforcements being landed near Empress Augusta Bay, costing the enemy the loss of 26 planes, of which five were claimed by VMF-212. One Corsair was lost that day, together with two F6Fs, four P-40s, and a P-38. That same area was the scene of a last desperate assault by the Japanese, when, on 17 November, a force of 55 A6Ms escorted ten bombers in an attack on US forces. A combined force of USAAF, USN, and USMAC planes on patrol destroyed 16 enemy aircraft, six of which were accredited to VMF-221.

Although the Corsairs inflicted an impressive toll on enemy aircraft during this phase of the war was, their capabilities as close-support aircraft came to the fore especially as the technique of communication between ground and air crews was improved. This enabled Corsair pilots to deliver their ordnance with greater accuracy, where needed and, most importantly, whenever necessary. All the hard lessons learnt were to provide Vought with the necessary information when it came time to build dedicated ground attack versions of the F4U.

Next Target: Rabaul

With Bougainville secured, the next major objective for US bombers and escorting fighters was the isolation of Rabaul, taken by the Japanese on 23 January 1942. It contained one of the best natural harbors and its strategic importance can be gauged by the fact that the enemy had stationed close to 100,000 troops there for its defense together, with some 200 Imperial Japanese Navy (IJN) bombers and 173 Imperial Japanese Army (IJN) fighters on its four major airfields.

The first major sweep against Rabaul was performed led by Maj "Pappy" Boyington of VMF-214 on 17 December 1943. Apart from 31 Corsairs, his force included 23 P-40s and 22 F6Fs, and claimed seven enemy planes shot down. Thursday, 23 December was a big day for "Pappy," when his formation of 48 fighters encountered some 40 Japanese planes. Thirty of the Japanese aircraft were destroyed, and 12 of those were accredited to his unit. Christmas Day 1943 ended with 13 more enemy aircraft destroyed, and then between 27 and 28 December, the four USMAC squadrons operating from Torokina (VMFs 214, 216, 223, 231) claimed a further tally of 52 kills.

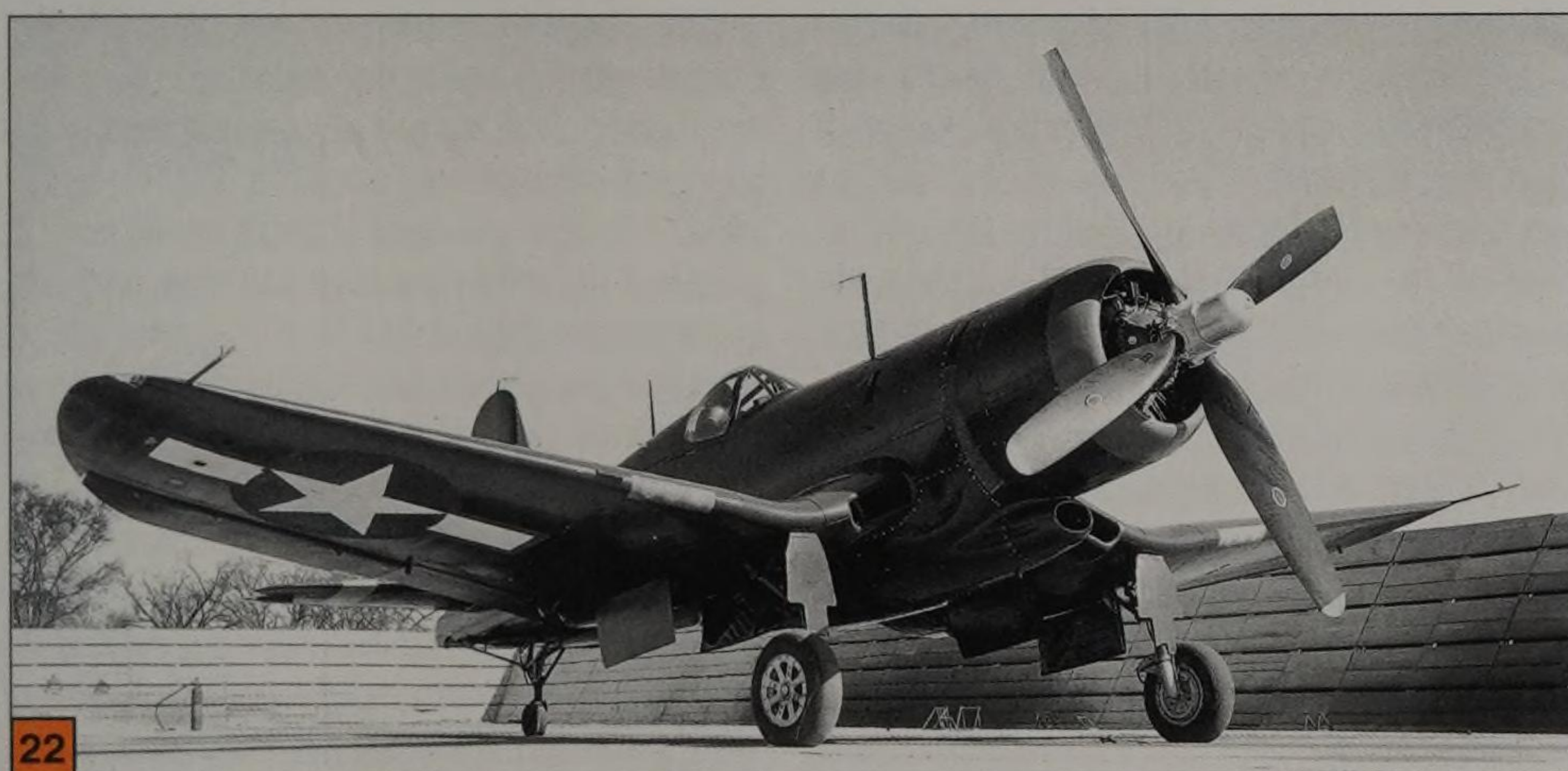
The legendary "Pappy" Boyington's combat career ended on 3 January 1944, when, after shooting down two enemy aircraft, his own plane was hit and he had to bail out of his burning Corsair. A Japanese submarine picked him up in St George's Channel and he spent the rest of the war as a PoW, regaining his freedom only after the Japanese surrender in 1945.

Throughout January and the first half of February 1944, Corsairs and Hellcats were mainly employed in escorting USN SBDs and TBFs during strikes against Rabaul's airfields and enemy shipping in its vicinity. It was the best hunting ground for USMAC F4Us with pilots chalking up impressive kills to their credit. Other missions included strafing of ground positions with, sometimes, tragic consequences, such as had happened on 2 February when "ace" Lt Robert M. Hanson of VMF-215 (25 kills) failed to recover from a diving attack on Cape St George. Saturday, 19 February 1944 can be considered the turning point in the fighting over Rabaul, when a 145-strong Allied force engaged 50 fighters defending the island, 23 of which were destroyed. Following this battle, surviving Japanese aircraft were withdrawn from Rabaul leaving only a token defense force. During the

seven weeks of the campaign, USMAC fighters were credited with the destruction of 393 enemy planes, while 166 went to the USN, 131 to the USAAF and 40 to the Royal New Zealand Air Force (RNZAF). What was important, most of all, was that Rabaul had been isolated and further bombing attacks left it practically neutralized, bringing to an end its importance as a major Japanese supply depot.

One of the most important lessons drawn from this theater of operations was the experience gained through experimentation with dive-bombing, particularly those conducted by VF-17 flying land-based Corsairs against targets in Rabaul. Bomb racks had been "hand-made" on the field and dives up to 85° could be successfully performed using the extended undercarriage as dive brakes.

The use of the F4U to carry free-fall armament was also the result of experiments that had been carried out by one of the most famous of all pilots, Charles A. Lindbergh. He left San Diego on for the South Pacific on 24 April 1944 and acting as technical representative of Vought, he was initially only allowed to observe combat; in fact no one at the White House nor even the Secretary of the Navy Frank Knox, knew of his trip. He



22. The F4U-3 Corsairs, is identified by the air scoop below the nose, was powered by the XR-2800-16 Double Wasp fitted with two Bierman 1009A turbo-superchargers.
23. Loading rockets on an F4U-5 Corsair. (R.J. Caruana Archives)
24. A very war-weary Corsair, NZ5357/M, of No. 23 Squadron RNZAF. Most of the Corsairs which the RNZAF received had considerable flying time on their log books being ex-USN or ex-USMC machines. (R.J. Caruana Archives)



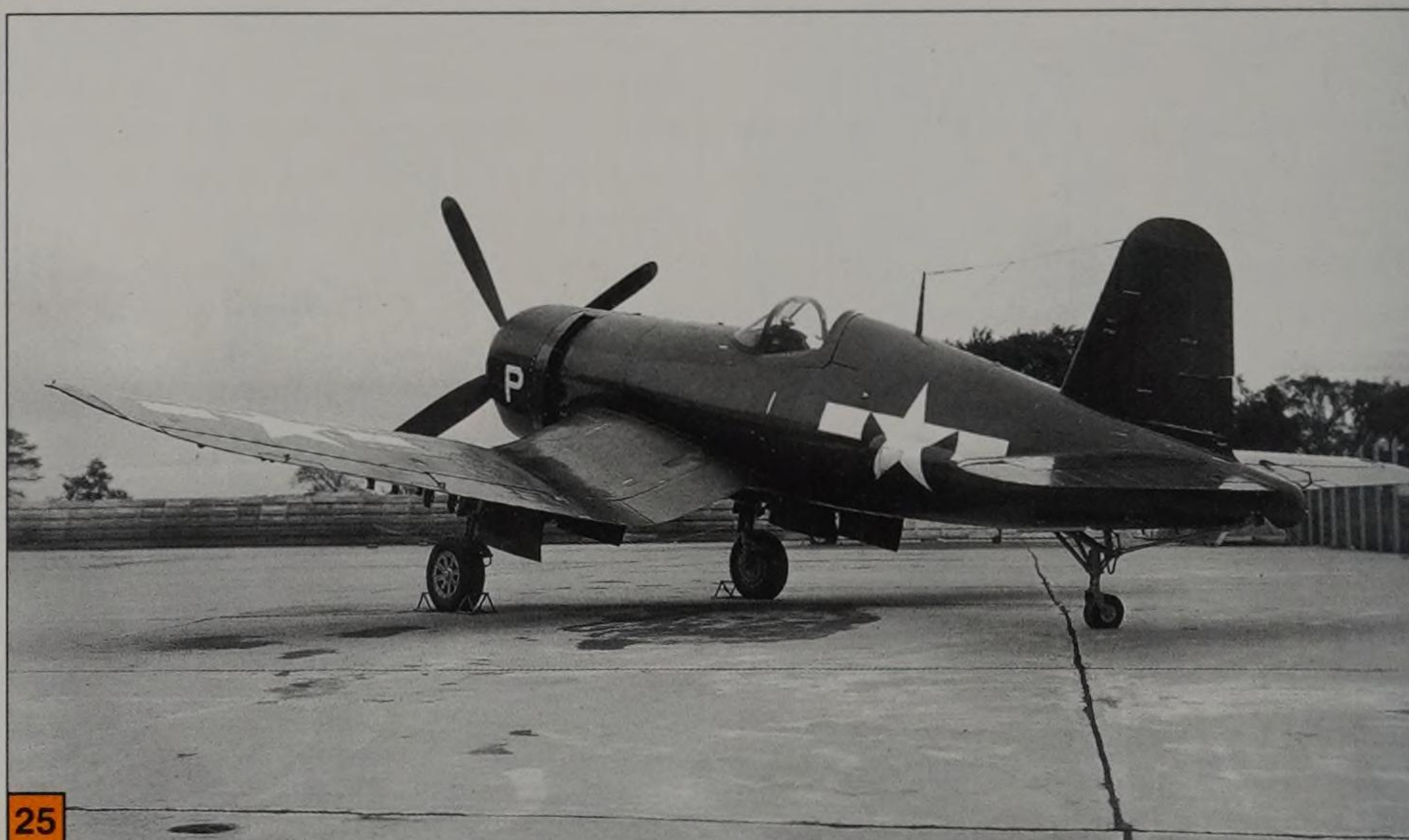
continually increased the load of bombs carried externally by the F4U and tested bombing performance in combat conditions by attacking enemy targets personally. During one such sortie against Wotje Island he carried 4,000 lbs (1814.4 kg), double the 2,000 lbs (907.2 kg) originally considered as maximum.

Thanks to such experiments, Corsairs flying in the Marshall Islands area dropped 200,000 lbs (90718 kg) of bombs on Japanese targets over a seven-week period. Experience by USMAC units in bombing tactics came to the fore when VMF-114, then based on Peleiu and under the command of Maj R.F. Stout, became heavily involved in pre-invasion bombing of adjacent islands. They were later joined there by VMFs 121 and 122. In an effort to reduce the enemy's firepower on the islands, airstrikes with heavy bomb loads and sometimes napalm were carried out during the pre-invasion softening-up period. Between October 1944 and June 1945 Corsair units lost 28 aircraft and 16 pilots in the area.

Fighting At Night

Well before the F4U-1 Corsair was ordered into production, the USN had commissioned Vought to study the possibility of producing a night fighter version. The company worked closely in conjunction with Sperry and the MIT Radiation Laboratory responsible for the radar equipment. By the time of the Japanese attack on Pearl Harbor in December 1941 all design details of the new version, designated the F4U-2, had been finalized. After inspecting a mockup of the radar installation in the leading edge of the starboard wing on 28 January 1942, the USN agreed to a modification of 34 F4U-1s to the F4U-2 standard. Wing armament was reduced to a pair of .50 caliber guns in each wing. A heavy workload prompted Vought to hand over the project to the Naval Aircraft Factory (Philadelphia) where 32 examples were completed, the other two on order were field modified at Roi Island in the Kwajalein Atoll.

This small number of night fighters was formed into two units, VF(N)-75 under the command of Lt Cdr G. "Gus" Widhelm and VF(N)-101 under Lt Cdr Richard E. "Chick" Harmer. The former unit arrived in the New Georgia area on 23 September and operated from Munda. Lt Hugh D. O'Neill (Jr) from VF(N)-75 scored the first USN night fighter kill with the F4U-2 on the night of 31 October when at around 2300hrs he shot down a G4M (Betty) some 12 miles (19.3 km) southeast of the Shortland Islands. The unit's last kill was chalked up on 13 January 1944 when Lt Reubens L. Johns shot down a D3A



(Val) 35 miles from Torokina. The unit conducted its last night operation early in February 1944.

VF(N)-101 went through a series of hops from one carrier to another, beginning with duty on USS Essex until the ship returned to Pearl Harbor; it was then transferred to USS Hornet. A short time later Detachment 10 of VF(N)-101 went to USS Enterprise while Detachment 11 operated from USS Intrepid. Its first taste of action came early in the morning of 19 February 1944 when the squadron's commander was credited with damaging a G4M some 125 miles (201 km) northeast of Pohnpei. Harmer closed the score for his squadron when on 28 June he shot down another G4M. Shortly afterwards their Corsairs were transferred to VMF(N)-532, already flying F4U-2s.

Under the command of Maj E.H. Vaughn VMF(N)-532 was based at Hawkins Field on newly-captured Tarawa making it the first night fighter unit to operate in the Central Pacific area. After briefly operating from Tarawa the squadron continued with its island hopping, moving to Makin Island and then onto Roi Island (Kwajalein Atoll). By the end of February 1944 the unit was transferred to Engebi Island. Results were difficult to register and even costly at times. On 14 April a pair of F4U-2s shot down a pair of "Washing-Machine Charlies," as the old enemy aircraft used in nuisance night raids were known) within four minutes plus one probable. One of the Corsairs failed to return and the other suffered heavy damage, but on the other hand, enemy night raids virtually came to a complete halt.

With such a small number of night fighters available and no replacements to make up for attrition, F4U-2s were retired from service and replaced by F6F-5N Hellcats.

Kamikaze Menace

By the summer of 1944 Allied forces were to face a new and terrifying Japanese weapon, the "Kamikaze." Such was the concern of the Pacific Fleet High Command that the topic was discussed during a conference at Pearl Harbor held between 24 and 26 November of that year. The use of a piloted plane loaded with explosives as a weapon against Allied ships or shore targets showed both unwavering determination and self-sacrifice by the Japanese and, at the same time, how desperate their war situation had become. Whatever the reason for introducing this type of warfare, it certainly became imperative to find ways of countering this threat.

On 4 December 1944 USMAC units began to arrive at Leyte, including VFMs 115, 211, 218, and 311. Their main task was to discourage any supplies and troops from reinforcing the Japanese forces in the Philippines while at the same time they had to engage and shoot down Kamikazes attacking Allied shipping in the area. On one occasion five suicide planes were shot down by F4Us, but so determined was the attack on a US destroyer that a sixth hit the ship's magazine, sinking it within seconds.

Marine Air Groups (MAG) turned all their efforts to supporting preparatory strikes against Tacloban during the first weeks of 1945, hopping from island to island as each one was taken over, until, by March and April, the fighting had shifted to the Southern Philippines finally allowing USMAC Corsairs to operate from captured airfields at Dipolog, Zamboanga, and Malabang.

Meanwhile, VFM-123 and VF-124 were requested to operate their Corsairs from US carriers in an attempt to protect Allied shipping



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25. The photo reconnaissance version of the Corsair, the F4U-4P, distinguished by the camera compartment bulge in the area of the fuselage star national marking. (US Navy)

26. The major Corsair versions were also produced in the night fighter version. In this photo one can see the F4U-4N. Notwithstanding the large radar pod below the starboard wing, this example retains the full six-gun wing armament and is also fitted with underwing rocket rails. (Vought)

from the threat of Kamikazes. After a short period of training at deck-landing, the two units, under the command of Lt Col W. Millington, boarded USS Essex at Ulithi Harbor on 28 December 1944. Their first shipboard strike was against Okinawa on 3 January 1945, after which they moved into the China Sea and took part in Task Force 38's attack on Saigon nine days later.

The "Dash Four"

In the quest for increased performance Vought converted a pair of F4U-1 Corsairs (XF4U-3 02157, XF4U-3A 17516) as test beds for the XR-2800-16 engines equipped with high altitude 1009A turbo-superchargers in place of the two-stage supercharger system of the previous power plants. These engines were expected to provide 2000hp up to 40,000 ft (12200 m) and featured a large duct below the fuselage to house the supercharger. The first such modified example flew on 22 April 1944 and although positive results were registered during flight-testing in 1944, the system was considered to be unreliable and cumbersome, and the project was dropped. Goodyear participated in the program with the XF4U-3B (49664), powered by the R-2800-16 for the planned FG-3. This version never materialized and modified examples were reverted to their original production standard.

Vought proposed an entirely revised model of the Corsair to the USN and on 25 January 1944 received a contract to proceed with the project under the designation of XF4U-4. Two F4U-1 Corsairs were modified under the designation of XF4U-4XA (49763) and XF4U-4XB (50301) and featured enlarged air

ducts, large oil coolers and a new air duct at the base of the engine cowling. Another innovative feature was the change from a three-bladed to a four-bladed propeller.

The first of the two prototypes flew on 19 April 1944 and an increased performance was immediately noted. Top speed was now 450 mph (724.2 km/h) at 26,000 ft (7924.8 m); rate of climb increased from 3,100 ft/min (945 m/min) to 4,000 ft/min (1219 m/min) and service ceiling increased by 5,000 ft (1524 m).

Other marked new features included the use of a clear blown canopy hood, flat armored windscreen, the addition of armor-plating ahead and aft of the cockpit and the installation of a higher pilot's seat to improve vision. Among the interesting trials performed on these two prototypes was the fitting of fixed external wingtip fuel tanks and testing of an Aeromatic six-bladed contra-rotating propeller; but neither of these two last features was incorporated into the later production version.

The XF4U-4 led to the Corsair version that was to be built in the largest numbers (2351 examples), and was only introduced into service towards the end of 1944. It was powered by the 2,100hp (1566 kW) dual-stage supercharged R-2800-18W, which could be boosted by a water/alcohol mixture injection to 2,450 hp (827 kW). Performance was close to that of the experimental conversions described above. Known in service as the "4-Hog" the external load and wing armament was similar to that of the F4U-1D. First production F4U-4 performed its maiden flight in September 1944.

The F4U-4Bs, with clipped-wingtips destined for the FAA, were never delivered to their original destination and were retained by

the USN, while the F4U-4C was ordered with modified wing armament in the form of four 0.79" (20mm) AN/M2 cannon. Only one example of the night-fighter version was built, designated F4U-4N while nine examples of the photo-reconnaissance version, known as F4U-4P, were produced. The -P housed an APS-4 search radar within a radome fitted to the starboard wing leading edge. It is interesting to point out that at that time, Vought's production had reached a rate of 300 a month, or one every 82 minutes!

A Post-War Corsair

Notwithstanding the fact that by 1945 it was becoming evident that in the future naval fighters were to be jet-powered, the USN decided to retain two of its workhorses in front-line service long enough until the new generation of jet-powered planes had proved that they were more than just a momentary novelty. It is hardly difficult to image that, apart from the Bearcat, the other type was the Corsair. Three F4U-4s (97296, 97364, 97415) were converted for testing as XF4U-5 prototypes, after the USN issued a letter of intent to Vought on 6 February 1946.

These test configurations led to the development of the F4U-5 Corsair, which was now powered by the Pratt & Whitney R-2800-32W 18-cylinder twin-row air-cooled radial that provided 2,300 hp (1715.2 kW). The new engine mount was designed in such a way that the nose section was drooped down by 2°, improving pilot vision considerably.

At a gross weight of 14,610 lbs (6627 kg) it could reach a top speed of 469 mph (755 km/h), with an initial climb rate of 2,780 ft/min (847.3 m/min). It had a range of 1,120 miles (1820 km) and a service ceiling of 41,400 ft (12619 m). This power plant could maintain greater power to a higher critical altitude when compared to its predecessor.

From the pilot's point of view the cockpit interior and instrumentation were completely redesigned and modernized, while supercharger, cowl flaps, intercooler doors and oil cooler doors were all controlled automatically. The front of the engine cowling was revised once more, this time housing two scoops, while for the first time the external wing panels featured metal skinning.

Armament had by that time been standardized at four 20 mm wing cannon, while ten 5" in (12.7 mm) rockets could be carried under the wings; alternatively bombs and fuel tanks up to 5,000 lbs (2268 kg) could be carried on the centerline and underwing pylons. Guns, bays, and pitot tubes were electrically heated.

A total of 223 F4U-5s of the basic F4U-5 were ordered and this was followed by a surprisingly large order (214 examples) for a night-fighter version designated F4U-5N. Like previous night-fighter versions of the Corsair these were fitted with a radar radome on their starboard wing leading edge. A further 101 examples, designated F4U-5NL, were produced as cold weather versions of the night-fighter, together with 30 F4U-5P photo reconnaissance versions.

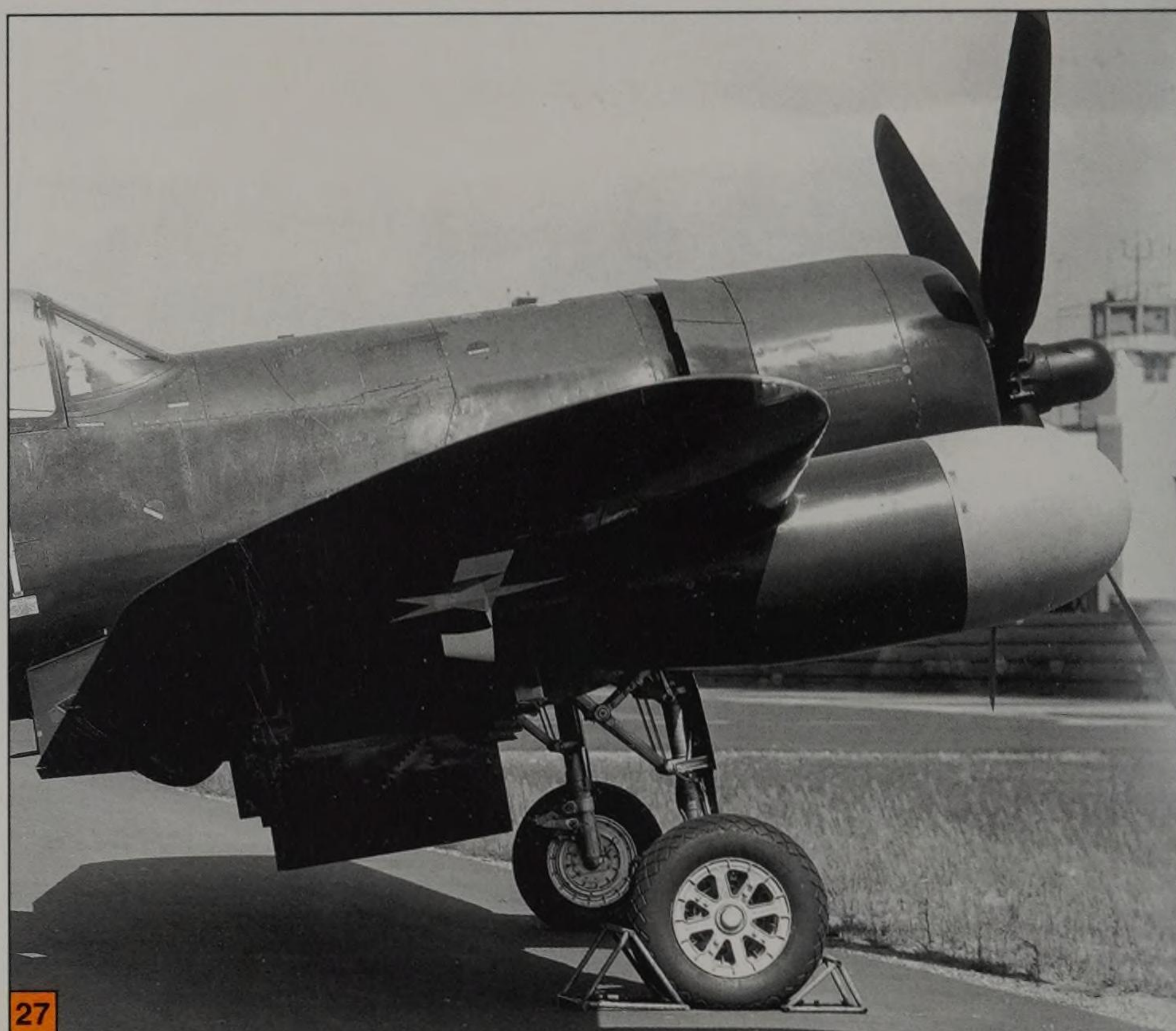
War in Korea

Both the USN and the USMAC still believed immensely in the Corsair's potential in the early 1950s, when both air arms had already begun establishing themselves on jet-powered planes. While the newly arrived jets were generally assigned interception and escort duties, the Corsair found itself participating in numerous different roles, such as attack, tactical support and close support with ground troops. A wider range and longer mission capabilities were among the pros of the F4U compared, say, to the fuel-guzzling jets, such as the F9Fs and F2Hs.

During the first ten months of the Korean conflict, Corsair-equipped USN and USMAC units performed 82 percent of all attack missions and it should be remembered that when the Korean War broke out, not all US carriers were equipped with catapults to launch jets. As a result, carrier-based jets could only fly with greatly reduced fuel, armament, and payloads. And while Corsairs could land on their carriers at 15-18 second intervals, jet fighters needed close to 35 seconds to be cleared.

Like the pilots that flew them, most of the Corsairs at the beginning of the Korean War were veterans of the Pacific Theatre, with considerable time on their wings. Problems were soon encountered during ground attack sorties when some F4Us would meet their end in autorotation. The cause was traced to warped ailerons, partly through age and partly through long usage; not only were these eventually changed but the final batch of Corsairs were fitted with ailerons of metal construction. Once these had been substituted, flying the Corsair not only returned to normal, but pilots could dive in and recover from their attack in a surprisingly short time. An incredibly high amount of bombs and rockets were delivered against enemy targets every day, and in one particular day Corsairs dropped no less than 120 tons (108 metric tons) of explosives.

What was originally designated to be the F4U-6 was soon changed to AU-1, so as to better



reflect the true role of the new ground attack Corsair version. The AU-1 was powered by the R-2800-83W Double Wasp fitted with a single stage supercharger, developing 2,300 hp (1716.4 kW) for take-off and 2,800 hp (2089.6 kW) with water injection for extra combat power. The "in-the-mud" nature of the AU-1's mission also called for extra armor protection, and deliveries to units in Korea had been completed by summer of 1952. The 111 examples built joined six other versions of the Corsair already operating in that theatre – F4U-4, F4U-4B, F4U-5, F4U-5N, F4U-5P and F4U-5NL.

The first aerial incursion over Korea for the USMAC was flown by F4U-5Ps of 1 MAW on 4 July 1950 while the first USMAC attack mission was flown by F4U-4 Corsairs of VMF-214 flying off USS Sicily the following 13 August.

Main opposition for the Corsair early during the conflict was in the form of Soviet-built Yak-9 fighters; as MiG-15 jet fighters began to appear in greater numbers it was soon realized that the "bent-wing bird" was outclassed. However, this did not deter US pilots from engaging the jets in action, and even get lucky! Corsair pilot Captain Jesse G. Folmar of VMA-312 scored a MiG kill on 10 September 1952. Five MiGs jumped upon him and his wingman (Lt Bill Daniels) but Folmar, using his lower speed to advantage, allowed one of his pursuers to overtake him. At that point Folmar opened up with his four 20 mm cannon and the jet fighter went down in flames. The

MiG's wingman then blasted the plucky Corsair, but Folmar managed to bail out and was rescued shortly afterwards. A few days later four Corsairs from the same unit managed to disperse five MiGs that had attacked the SA-16 Albatross they were escorting during a rescue mission.

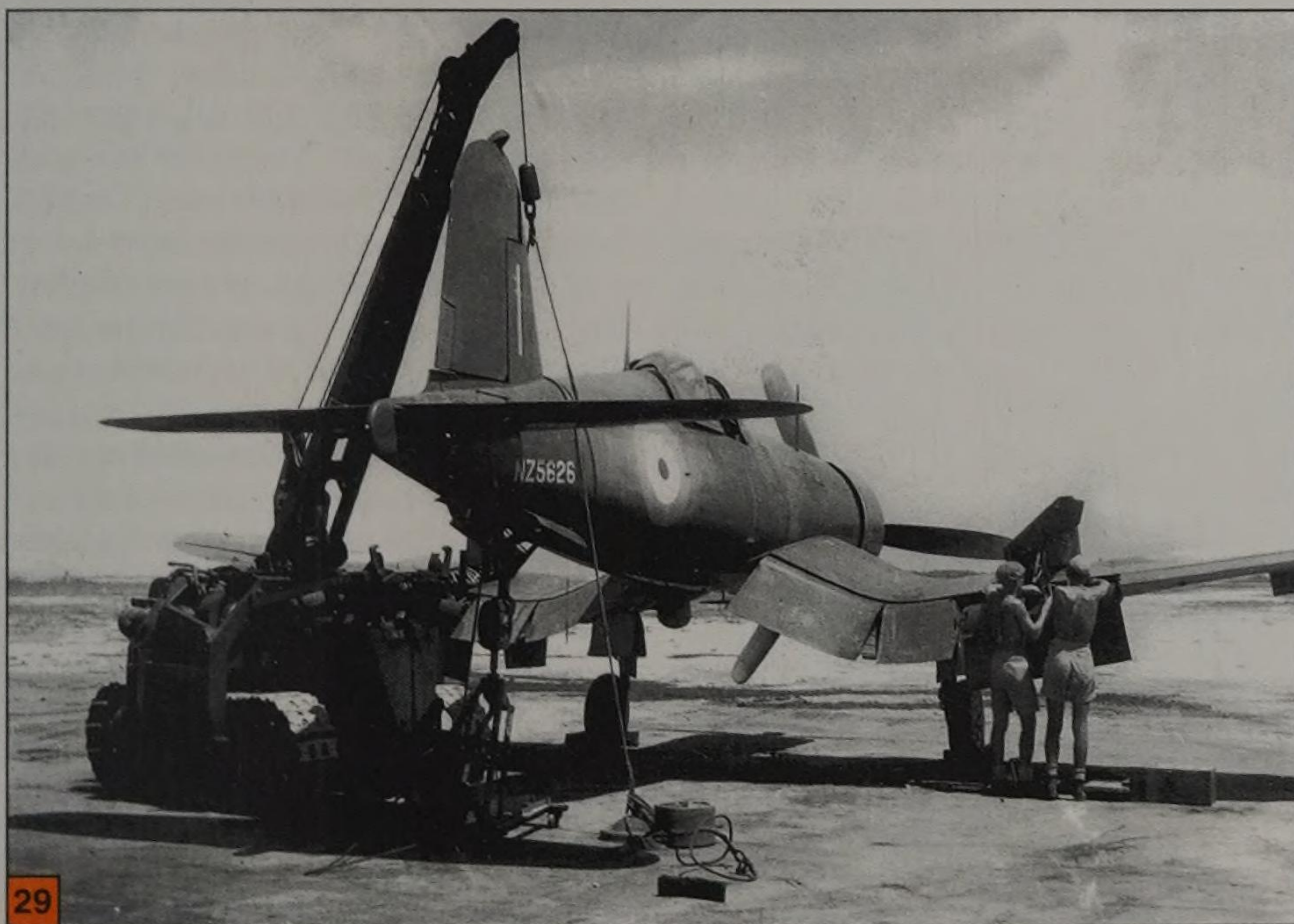
Cannon and napalm attacks were usually the main tasks assigned to Corsair units in Korea, together with dropping of bombs and launching of rockets. When the 5-in (12.7 cm) rockets began to fail against Soviet-built armor, new 6.5-in (16.5 cm) hollow-charge anti-tank rockets (ATAR) were developed. Two "Tiny Tim" 11.75-in (29.8 cm) rockets could also be launched from ventral racks.

Night fighter versions of the Corsair were usually in action against Polikarpov Po-2 biplane intruders whose night raids were more of a nuisance rather than cause for any serious concern. Originally, jet fighters were scrambled to intercept them but found that the slow-flying "Bedcheck Charlies" were extremely difficult to hit. USN F4U-5Ns were, therefore, employed to hunt them down operating from shore bases.

The kill tally for the Corsair in Korea consisted of a Po-2, three Yak-18s, a Yak-9, three further unidentified Yaks, two La-11s and a MiG-15. Typical among the units employed there, VMA-323 began Korean War operations from USS Badoeng Strait on 6 August 1950 and concluded the war on 2 July 1953, having flown 20,827 sorties totaling 48,677 flying hours. It had started off as VMF-323 flying F4U-4s and



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27. Close-up detail of the radar pod as fitted to the F4U-4N and (in this case) the F4U-5N. (United Aircraft Corp.)

28. A formation of four F4U-1D Corsairs flies over Hawaii in January of 1945. Sea Blue Gloss had become the standard color scheme by that time; but these planes still wear the older-style national markings, with the blue border and background to the star. (USN)

29. NZ5626 is lifted by the tail either for swinging the compass or more probably for gun harmonization trials. It belongs to No. 14 Squadron, RNZAF, that formed part of the Japan Occupation Force at Bofu between 1946 and 1948. (R.J. Caruana Archives)

—4Cs but received AU-1s in 1952 when it was re-designated VMA-323. The only other unit to fly the AU-1 was VMA-212. Seven other USMAC units operated on a variety of Corsair versions. No fewer than 32 USN units acquitted themselves with great honor flying the Corsair during the Korean conflict.

Lt Thomas J. Hudner (Jr) from VF-32 flying off USS Leyte, was awarded the Medal of Honor when he crash-landed his own Corsair near the Chosin reservoir in an effort to rescue Ensign Jesse L. Brown, another VF-32 pilot whose own F4U-4 had been shot down.

Royal Navy Interest

After mild initial skirmishes, the Korean war at sea began to intensify and the British Royal Navy (RN) found itself without major fighter planes in its inventory. Initial Lend-Lease supplies consisted of the Martlet Mk.I (later renamed Wildcat), and as from August 1940 these were being assembled by Scottish Aviation at Prestwick. A batch of some 70 examples was followed by Martlet Mk.II (with folding wings), most of which were immediately transferred to India. This, however, was only a stop-gap measure, as something 'beefier' was required to take over the duties rendered by the ageing Sea-Hurricane. The types on offer from across the Atlantic were mainly two – the Hellcat and Corsair – and both were procured.

It would appear that the RN needed all the fighters it could lay its hands on. The Corsair's shipboard shortcomings were literally brushed aside, and the RN approved the Corsair for fleet use nearly a year before the USN did so. Output of the F4U-1, not only by the parent company, but also by Brewster and Goodyear, was considerable. Ninety-five F4U-1s (serialled JT100-194), fitted with the original "birdcage" cockpit canopy that USN pilots disliked, could therefore be supplied to the RN, which designated them the "Corsair I" for FAA service. In order to avoid duplication and delays, operational units were trained and formed at either Quonset Point, New Jersey, or Brunswick Maine, in North America. Rather than complicate matters by transferring existing FAA units for conversion, Corsair squadrons were formed as new units starting with No. 1830 Squadron at Quonset Point on 1 June 1943. Three more units were formed by the end of the following month, these being No. 1831, 1833, and 1834 Squadrons. Squadrons No. 1835 and 1836 were formed in August, No. 1837 in September and No. 1837 in October. Eventually 19 squadrons were to be equipped with the bentwing fighter by 1945.

The second version that the FAA acquired was the Corsair II, equivalent to the F4U-1A, on which a bubble-canopy had replaced the earlier framed contraption, allowing the pilot's seat to be raised, thereby improving the pilot's forward view. Each wingtip on this version was clipped by nine inches to permit storage below deck on RN carriers. The first batch of 370 was serialled JT195-564, and was followed by a second batch of F4U-1Ds (still known as Corsair II in FAA service), that totaled 140 examples (JT565-704). The Corsair III consisted of 430 Brewster-built F3A-1s (JS469-888, JT963-972). A final supply came from Goodyear, whose 957 FG-1s became Corsairs IV. The latter versions are



30. A group of F4U-4 Corsairs from VF-14 flying off Cecil Field in September 1949. Except for "404" at the rear, all carry the unit insignia just ahead of the windscreen. (USN)
31. Probably no other USMC unit received greater publicity than VMF-214, thanks to a 1970s TV series dedicated to the "Black Sheep" squadron. Here, F4U-4Bs of VMF-214 are seen during their deployment in Korea. (USMC)
32. A post-war US Navy Corsair coded "304" in company of a Fleet Air Arm Sea Fury (left) at Hal Far, Malta, when the base also hosted FASRON (Special) 201 during the late 1940s. (R.J. Caruana)



easily identified by their serial block letters that start with "K" (KD161-KE117). A further batch on order (KE310-429) was cancelled with the cessation of hostilities.

Into Action

FAA Corsairs made their European debut on 3 April 1944. Planes from No. 1834 Squadron embarked on HMS Victorious provided part of the fighter cover for Fairey Barracudas attacking the Tirpitz at Kaafjord, Northern Norway. Other Corsair IIs from 1841 and 1842 (6th Naval Fighter Wing, HMS Formidable) flew escort missions during attacks against Tirpitz during July and August, with the latter squadron suffering several losses during these sorties. Meanwhile, No. 1830 and 1833

Squadrons formed part of the 15th Naval Fighter Wing on board HMS Illustrious which sailed for the Pacific. In March 1944 these units flew their first sweeps over the Bay of Bengal, performing their first operational sorties on April 19, dropping 250 kg bombs against shore and shipping targets at Sabang.

While the USN mostly confined Corsairs to land bases, the FAA continued to operate the aircraft from all kinds of carriers with very effective results, especially in the Pacific Theater. Though the Corsair's landing vices had been somewhat tamed through the introduction of a number of modifications, its tendency to bounce on hitting the deck persisted, sometimes with disastrous consequences, especially when an aircraft ended over the barrier into the deck park!

By the end of 1944, Corsairs from several Squadrons in the British Pacific Fleet were battering targets in Sumatra and the Sakishima Gunto group of islands in the East China, where they had to face a new, unprecedented type of warfare: kamikaze attacks. HMS Illustrious was to suffer a near miss, forcing it to retire to Australia on 14 April. While the war in Europe had come to an end in May 1945, Corsairs in the Pacific were fighting on, some units becoming part of the 1st Carrier Air Group (CAG) performing operational sorties against Tokyo just before the Japanese surrender.

Corsair pilot Lt Robert Hampton 'Hammy' Gray, a Canadian, was to earn a posthumous Victoria Cross (VC). He had trained at Yeovilton in 1941 and by August 1945 had become Senior Pilot with No. 1841 Squadron flying from HMS Formidable. On the day of the second nuclear attack on Japanese soil, 9 August 1945, he took off for a sweep over the Japanese coast where he spotted a small flotilla of ships at Onagawa Wan. Despite meeting intense flak, he bombed an escort ship (the Amakusa) before his blazing Corsair plunged into the sea. His VC was only the second awarded to an Allied fighter pilot during the Second World War.

As from September 1945, most of the "1800" range squadrons were disbanded; some units – such as No. 1853 – flew the Corsair for less than five months before their planes were handed over to "older" established squadrons in the "700" range (with the exception of No. 885 which received some Corsair IVs) and with which they continued to operate up to 1946-47. Lend-lease terms had stipulated the eventual return of all planes to the US; however, like most naval planes of US origin, Corsairs were dumped overboard from the stern of carriers under steam, a most indecorous end to an airplane that had carved such a unique niche in the Pacific air war.



32

Kiwi Corsairs

By the beginning of 1944, the Kittyhawks that the Royal New Zealand Air Force (RNZAF) had received in mid-1942 were in dire need of replacement. Already second-hand when New Zealand acquired them, the Kittyhawks were war weary and so outdated that they were nearly obsolete. The F4U-1A joined RNZAF ranks with the delivery of NZ5201 on 3 March 1944. It was the first of 196 examples of this version to be received (NZ5201-NZ5396) and represented a vast improvement in equipment and performance.

The first RNZAF unit to go into action against the Japanese in the South West Pacific was No. 20 Squadron flying from their base at Piva on Bougainville. These Corsairs led a similar life to those of both USN and USMAC F4Us operating in the area, hopping from one island to another as these were recaptured from the Japanese. By that time, however, Japanese forces in the area had nearly been completely decimated and RNZAF Corsairs generally flew ground attack sorties against Japanese ground installations, shipping, and supplies.

Units flying the Corsair consisted of Nos. 14, 15, 18, 20, 21 Squadrons but soon it was realized that the RNZAF would not have the manpower to continue manning each operational squadron. This led to the formation of Servicing Units (SU) consisting of Nos. 1, 4, 5, 25, 30 and 31 where aircraft were pooled and issued to the squadrons as required.

Attrition within the combat units was extremely high, with over 150 aircraft being written off due to combat losses, accidents, and general wear and tear. The high attrition rate meant that RNZAF Corsairs have only been credited with shooting down 17 enemy aircraft.

Seven other F4U-1As were added to the block quoted above and on 12 July 1944 the

first of a total of 131 examples of the much-improved F4U-1D made its appearance (NZ5397-NZ5527). Meanwhile, between June and August 1945, the RNZAF also began to take delivery of 60 Goodyear FG-1Ds (NZ5601-5660); although Squadrons and 17 received these too late to take them into action. In fact the -1Ds were all dispatched to the Servicing Units either to serve as replacements or to await shipment. Like most of the other surviving Corsairs they were flown to New Zealand and put into storage at Rukuhia (Hamilton) and, eventually, scrapped.

Before the RNZAF gave up on the use of Corsairs, No. 14 Squadron was reformed at Ardmore Air Base (AB), Auckland, in December 1945 under the command of Sqn Ldr J.J. De Willimof (DFC). The squadron was transferred to Japan when 24 Goodyear FG-1Ds (taken out of storage) as part of New Zealand's contribution to the Occupational Forces ("J Force") embarked on HMS Glory on 7 March 1946. Initially this unit was stationed at Iwakuni but in February 1948 No. 14 Squadron moved to Bofu replacing the Australian AF Fighter Wing. Instead of returning the tired planes back home, the remaining Corsairs were piled up and burnt at Bofu on 10 October 1948.

Corsair "à la Française"

France had been fighting Communist rebels in Indochina since 1946, using a mixed batch of fighters, including ex-FAA Seafire Mk.3s. The need for a suitable and more modern replacement had been felt for some time and among the single-engined fighter aircraft offered to the French Aéronavale the choice fell on the Corsair as opposed to the Hawker Sea Fury and Grumman Bearcat, primarily as it was still in production.

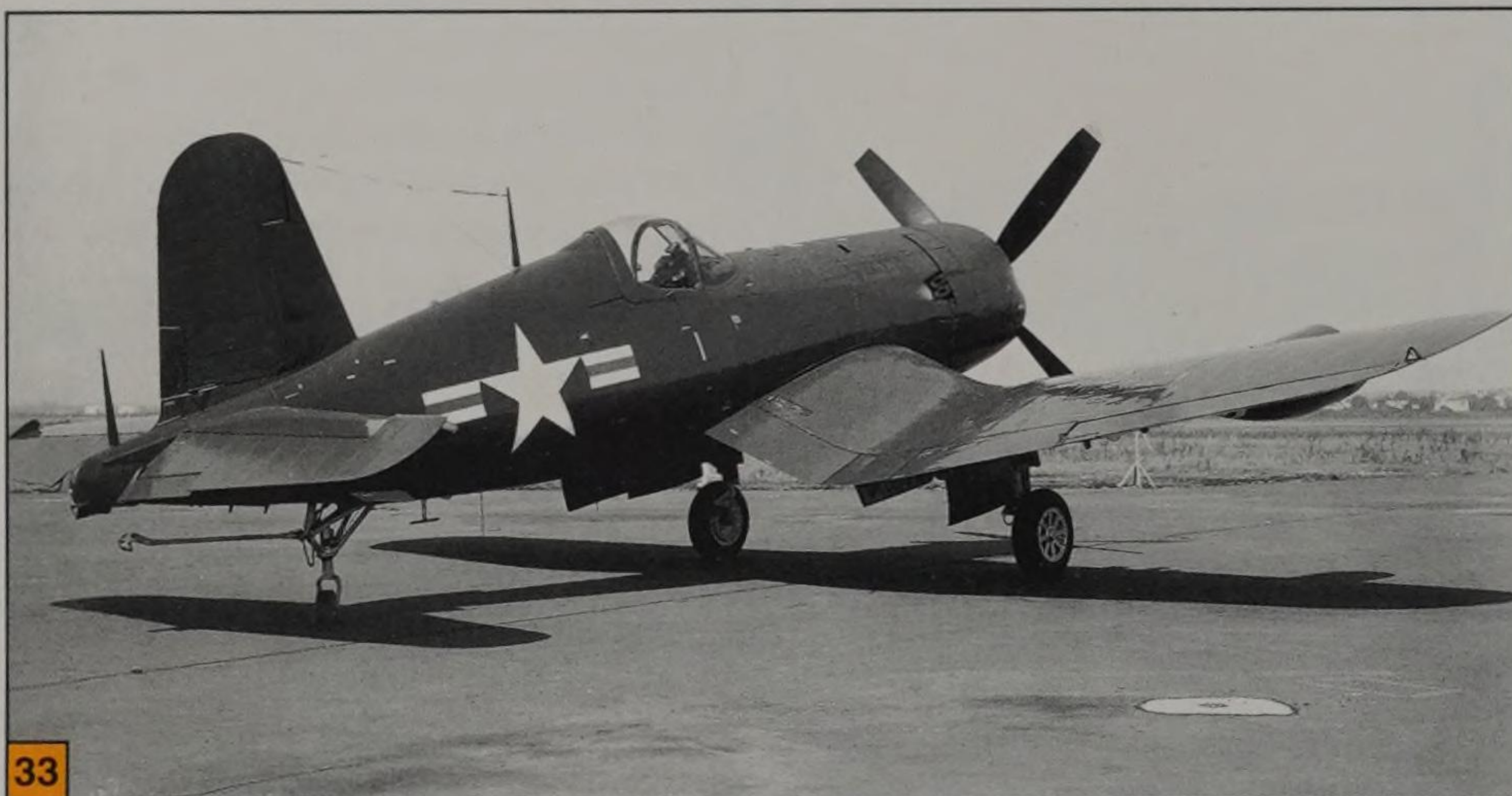
Rather than taking a version already in production, the French ordered a Corsair to their

own specifications in order to upgrade their equipment on board the Arromanches, Bois-Belleau and Lafayette aircraft carriers. The F4U-7 was born as a fusion between the AU-1 and the power plant of the F4U-4, the powerful R-2800-18RW engine. France ordered 94 examples of this version and in October 1952 French pilots were sent to Naval Air Station (NAS) Oceana in Virginia for transitional training. L.V. Pierre Ménettier became commanding officer of 14.F Flotille, the first to receive the F4U-7 at Karouba AB in Tunisia. French pilots were delighted to see that for the first time since 1945 they had taken delivery of new 'off-the-factory' planes rather than second-hand items, some of which had 2,000 flying hours in their log book. Moreover, these Corsairs came with a full set of spares, tools and all the support equipment necessary for the four squadrons that were to be equipped with the type and the two naval air stations and two carriers from which they were to operate.

Training at Karouba had been ongoing since early 1953 until the delivery of the F4U-7s in June 1953, with future operations in Indochina very much in mind. At very short notice, the personnel of 14.F Flotille were ordered to move to Tourane in Indochina. As two of the French carriers were in South East Asian seas and the third was undergoing servicing, personnel were flown by USAF transports to their destination. Awaiting the arrival of their F4U-7s, the French were supplied with a small batch of 25 AU-1 Corsairs, this version being particularly suitable for low-level ground attack missions typical of the conflict in that region, and the closest to their own F4U-7.

Embarked on the USS Saipan, these ex-USMC (VMA-211) AU-1s were launched on 18 April 1954 off Tourane (Da Nang). Having seen considerable service in Korea, these Corsairs were found to be in a pitiful state and 24 of them were considered to be unserviceable. After two days of hard work by French and US technicians, 16 of these were returned to acceptable flying condition and on 23 April they left Tourane for Bach Mai (Tonkin).

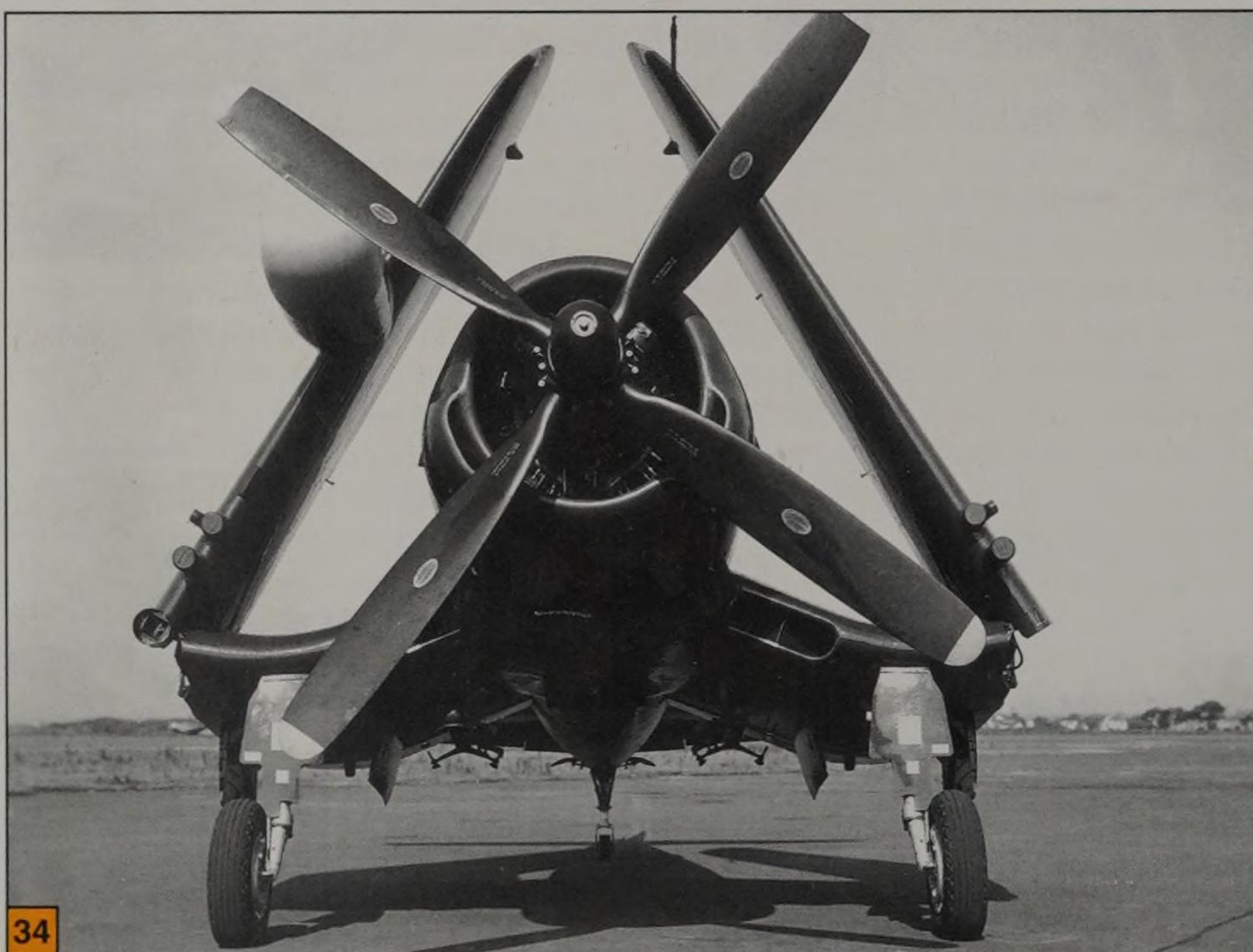
The French AU-1s went into action two days later but on the ground the French paras were overwhelmed by the enemy and their stronghold at Dien Bien Phu fell on 7 May. Nevertheless, the Corsairs continued to carry out attacks on the Vietnamese up to the ceasefire of 20 July 1954, conducting 1,422 sorties, dropping 1,567 tons (1,421 mt) of bombs, launching 850 rockets, and firing 130,000 rounds of 20mm cannon ammunition. Surviving Corsairs were taken back to France and two further batches of AU-1s were received consisting of 57 examples in 1957 and 12 in 1958.



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33. A factory-fresh F4U-5N displaying its characteristic features, including the higher position of its engine exhaust stack and the two air intakes added to the sides of the engine cowling. (Vought)

34. This F4U-5N has been 'winterized' for use in the difficult weather conditions encountered in Korea. Note the four guns in the wings and the radar pod fitted below the starboard wing.



34

Meanwhile the F4U-7 had entered service with Flotilles 12.F on 15 January 1953 and 15.F in October of the same year, together with Flotilles 15.F and 17.F. They operated from the carriers *Arromanches* and *Lafayette* and also from ground stations at Hyères in France, and Bizerte in Tunisia. Other French units equipped with the F4U-7 included 10.S flight attached to the Centre d'Expérimentation Pratique Aéronavale (CEPA), also based at Hyères, and 57.S flight based at Khouribga in Morocco.

The old sea warrior's fighting days were not yet over, however, as Britain and France decided to resist Egypt's nationalization of the Suez Canal with force. Apart from three FAA carriers, the *Arromanches* and *Lafayette* embarking Flotilles 14.F and 15.F formed the main naval air component with 36 Corsairs. Opération Mousquetaire was launched on 1

November 1956 and two days later six Corsairs were launched from *Arromanches* and 12 from *Lafayette* for an attack on Cairo airport. L.V. Antoine Lancrenon, commanding 14.F was killed when his F4U-7 (Bu.No. 133711) was hit by anti-aircraft fire during that raid.

Another loss was the Corsair flown by L.V. Claude Nève (Bu.No.133728) who crashed his aircraft during a carrier landing. Fortunately, Nève was saved. Considering that the Aéronavale's F4U-7s accounted for a quarter of the aerial strike force and flew an average of four sorties a day, their losses were very much on the low side. The Suez Crisis also marked the last major conflict in which the Corsair took a very active part. French Corsairs from 12.F and 17.F were to see some more action – albeit on a much smaller scale – during the Bizerte Crisis in Tunisia during 1961.

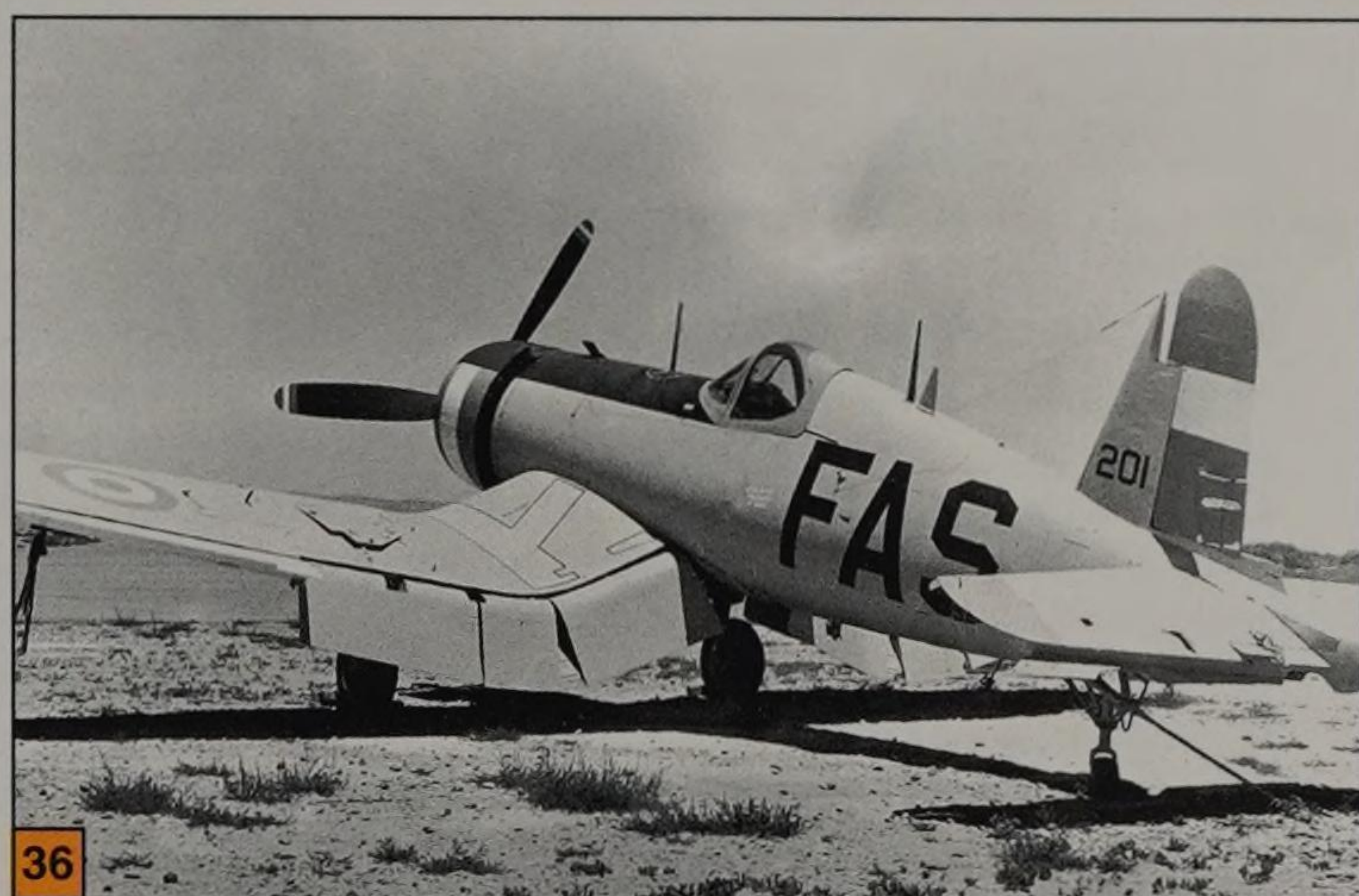
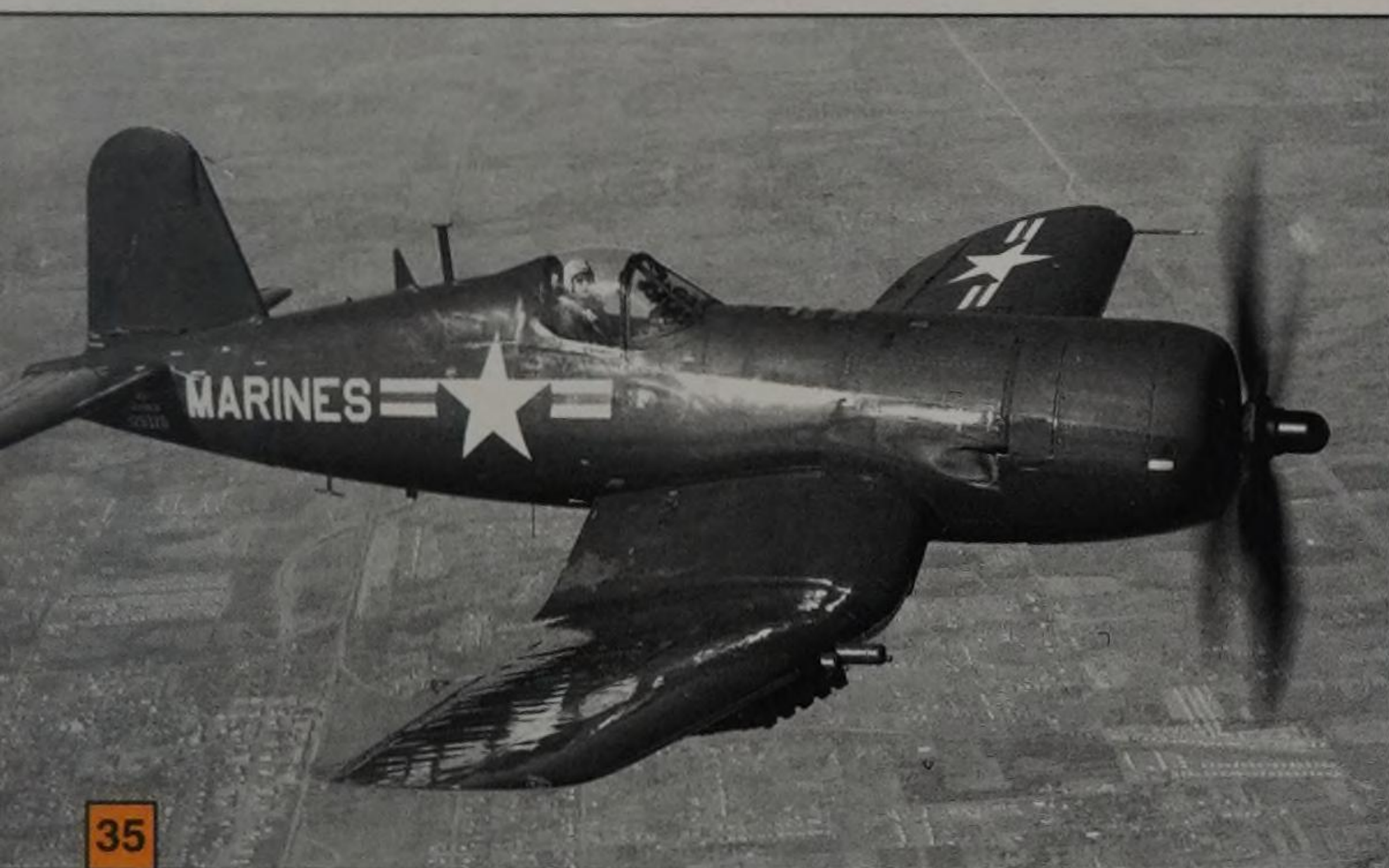
By that time a completely new generation of carriers, such as the *Clemenceau* and *Foch*, were entering service and Flotilles 15.F and 17.F retired their Corsairs in February and April 1962, respectively, and later received the indigenous Etendard IVM. Flotilles 12.F and 14.F withdrew their Corsairs in October 1964 and were re-equipped with another Vought type, the F-8E Crusader, in March of the following year. Final retirement of the Corsair from French service was marked with a flypast by 16 planes at Cuers on 28 September 1964.

In Latin America

Last stronghold of the "bent-winged" bird was to be Latin America, where Corsairs were supplied under US military assistance programs in the 1950s and 1960s. During the early 'fifties, Argentina had the best three military air services in the region, with its Comando de la Aviacion Naval (COAN) being particularly noteworthy. The US continually rebuffed Buenos Aires' efforts to acquire a USS Essex-class aircraft carrier, but Argentina managed to acquire the HMS *Warrior* from Britain after lengthy negotiations in 1958. The carrier was then rechristened the ARA *Independencia*.

Operations from the newly-acquired carrier began in June 1959 by four F5U-5N and six F4U-5NL Corsairs that had been purchased from the US in 1956. Another batch of eight F4U-5s and four F4U-5NLs were acquired just before the carrier had been commissioned and the Corsairs were formed into Escuadra Aeronaval 2 (later re-designated 2a Escuadrilla Aeronaval de Ataque) based at NAS Comandante Espora close to Buenos Aires. Although most of the Corsairs acquired by Argentina were of the night fighter version, they were mainly used in the ground attack role. These F4U-5s, re-serialised 3-A-201 to 3-A-222, formed the bulk of the air component operating from the *Independencia* between 1962 and 1965 when carrier began to show its age. By the end of 1965, 2a Escuadrilla was disbanded and its Corsairs went to be scrapped.

Two other countries in the region to operate the Corsair within their air arms were



35. Definitely the most potent version of the Corsair produced was the AU-1. So impressed were the pilots of the French Navy that the Aéronavale ordered a new version for its exclusive use, the F4U-7. (USMC)

36. "201" of the Fuerza Aérea Salvadoreña, protagonist of the "Soccer War" where Corsairs were to fight each other in the short four-day conflict against Honduras. (Vought)

37. An F4U-7 Corsair of Flotille 12 taxis out for take-off. This version of the Corsair was specifically produced for the French Aéronavale. (R.J. Caruana Archives)

38. Vought Corsair IV, KD431/E2-M of the Fleet Air Arm Collection. (R.J. Caruana Archives)

El Salvador and Honduras. Strangely enough, the Corsair was to find itself fighting on both sides in what has become known as the "Soccer War" of 1969. The Fuerza Aérea Salvadoreña (FAS) had managed to put together a small air fighting force through the work of Major Salvador Adalberto Henriques, late in June 1969. Although the serial range of the FAS FG-1D Corsairs runs from FAS-201 to FAS-220, it is not known if all 20 aircraft were in fact delivered; the loss of at least one example during in transit has been recorded. On the other hand, the Fuerza Aérea Hondureña (FAH) had between 12 and 14 Corsairs on its inventory, at least 10 of which were serviceable at the time. These consisted of a mixture of F4U-4s and F4U-5Ns.

Although fighting erupted during the second North American qualifying round for the 1970 FIFA World Cup, political tension between El Salvador and Honduras was already critically high, largely due to

immigration issues, when on 14 July the Salvadoran army and air force attacked Honduras. By the following day, Salvadorian troops had taken Neuva Ocotepeque, a departmental capital eight kilometers inside Honduran territory. The FAH retaliated by destroying its enemy's fuel depots and most of the Salvadorian air force, bogging down the invasion force. By the third day, the FAH had established air superiority over its home territory and would have probably wreaked more damage to the FAS were it not for feverish efforts by the Organization of American States (OAS) to end the fighting.

The OAS ceasefire came into effect on 20 July, thus ending the last war in which air forces battled each other with piston-engine warplanes. In 1970, the FAS put its surviving Corsairs up for sale and these were snapped up by US collectors. The FAH did the same with its Corsairs four years later.

CORSAIR II SPECIFICATION

Type: Shipboard single-seat fighter.

Manufacturer: Chance Vought

Powerplant: One Pratt & Whitney R-2800-8 Double Wasp, 18-cylinder air-cooled radial rated at 2,000hp at 2,700rpm for take-off, 1,675hp at 2,550rpm military rating, driving a three-bladed Hamilton Standard constant-speed propeller.

Fuel: 237 US gal (897lt) in fuselage tank.

Additionally 62 US gal (235lt) in each of two integral wing leading edge tanks on Corsair I and early Corsair II; 175 US gal (622lt) external centreline drop tank or two 137 Imp gal (623lt) underwing tanks.

Performance: Max speed - 320mph (616km/h) at sea level; 392mph (631km/h) at 24,000 feet (7,315m); range - 1,070 miles (1,722km) cruising at 177mph; service ceiling - 37,100 feet (11,310m).

Dimensions: Span (open) - 40ft 11.75in (12.49m); span (folded) - 17ft 0.58 in (5.20m); span (clipped) - 39ft 9.6in (12.13m); length - 32ft 9.5in (9.99m); height - 15ft 0.25in (4.58m); wing area - 314 sq ft (29.17m²).

Weights: Empty - 8,873 lb (4,025kg); loaded - 11,878 lb (5,388kg); max loaded - 13,846 lb (6,280kg).

Armament: Six 0.5in (12.7mm) Colt Browning M-2 machine guns with 400rpg on inboard pairs and 375rpg on outer pair; two 1,000 lb (453kg) bombs.

US NAVY/MARINE CORPS F4U CORSAIR COLORS & MARKINGS

Only the Corsair prototype XF4U-1 Bu.No.1443 appeared in the pre-war silver finish, with Chrome Yellow wings. From the start of their production life, Corsairs destined for the US Navy and Marines were painted in a scheme that the Bureau of Aeronautics (BuAer) had officially issued on 30 December 1940: Aer-E-25-FZ, F-39-5 (00261). This called for all ship-based aircraft to be painted in Non-Specular (NS) Light Gray (ANA 602) overall, while fleet patrol aircraft were to be painted in NS Light Gray (ANA 602) on all surfaces seen from below and NS Blue Gray (ANA 603) on surfaces seen from above. Some clarifications were issued on the following 26 February and further modified through Aer-E-2571-DMC, F39-5, VV, FF12 (062183) of 13 October 1941. In the last communication, the BuAer dropped the overall Light Gray scheme and the two-tone finish (ANA 602/603) became standard for all shipboard aircraft.

To these, one must add the directive of 26 February 1941 whereby aircraft with folding wings were to have the underside of the folding section in the top color, i.e., Blue Gray (ANA 603). National insignia were to be painted as large as possible on fuselage and wings, in the latter case in all four positions and overlapping onto the control surfaces. By the time of the Corsair's introduction into service, all red had been removed from national insignia, such as the center dot on the star marking and the red/white stripes on the rudder, in keeping with ALN Dispatch 062230 of 15 May 1942. This directive also resized the wing markings, allowing them to be as large as possible without overlapping onto the wing control surfaces (up to a maximum of 60 inches in diameter) and a return of the fuselage national insignia to 24 inches in diameter. From photographic evidence, however, it would appear that the fuselage insignia were painted much larger – at least on the F4U Corsair.

A major change in color came early in 1943 with the introduction of a complicated scheme that involved no fewer than four colors. Specification SR-2c called for the top of wings and stabilizers to be painted in Semi Gloss (SG) Sea Blue (ANA 606); finish of the fuselage was to be in NS Sea Blue (ANA 607) on the top, Intermediate Blue (ANA 608) on the sides and Insignia White (ANA 601) on areas seen from below. The fixed underside section of the wings and undersides of the stabilizer were to be finished in Insignia White (ANA 601) while the folding underside section of the wings was to be

painted in Intermediate Blue (ANA 608). It was at this time that the national markings on the wings were removed from the top of the starboard and from below the port wings, leaving them above port and below starboard.

The next major national insignia change came in the form of a marking that had been tested by the USAAF at Elgin Field (Florida). National insignia AN-1-9a came into use by all US forces on 29 June 1943 and consisted of a white five-pointed star over a blue disc, flanked by two white horizontal bars. The bars were to be the same length as the radius of the blue disc and half the same radius in height. The whole design was then outlined in red, this border being 1/8th the radius of the blue disc.

This national marking was changed shortly afterwards, on 17 September 1943, when the red outer border was changed to blue of the same color as the background of the white star. Only a few days later an Army-Navy Aeronautical Bulletin (No. 157) was issued listing colors currently in use, together with their ANA numbers. Among the noticeable changes was the use of Sea Gray for ANA 603 instead of Blue Gray.

The overall camouflage finish of USN fighters was once more completely changed through Amendment 1 to SR-2d of 13 March 1944. Instructions were now issued so that fighters would be finished in Glossy Sea Blue (ANA 623) overall. Some photographs indicate that the upper fuselage decking ahead of the cockpit was left in SG Sea Blue (ANA 606) probably to cut down on the glare that could affect the pilot's vision.

This scheme was to remain in force until the Corsair was retired from USN and USMC service after the Korean War. The only exceptions concerned a small number of night fighter versions that were painted matt black overall for operations in Korea.

OFFICIAL US NAVY/MARINE CORPS MARKINGS GUIDE FOR F4U-5 CORSAIR - 1945

An official marking document for the F4U-5 Corsair, which described in some detail how markings were to be applied, can be taken as a guide for all other versions that were still in service with the USN and USMC at that time.

National Insignia

The star national insignia on the fuselage was to have a diameter of 40 inches, its center was to be placed 23 inches away from the rear edge of the cockpit canopy frame, and at a height of 15 inches from the bottom of the

cockpit canopy frame. The national insignia above the port and below the starboard wings were to be of the same size, with the center of the star placed at 52 inches from the wingtip and 30 inches away from the leading edge of the wing.

Other Fuselage Markings

The most visible fuselage markings were the words "NAVY" or "MARINES" painted in white. These were to be 16 inches high for the former and 12 inches high for the latter. In both cases, these letters had to be positioned 8 inches aft of the end of the national insignia on the fuselage, with their top line 4 inches above the stabilizer centerline. Squadron identification lettering beneath these letters was to be in 8-in high letters for USN aircraft and 6-in high letters for USMC aircraft. Buzz codes were to be in 16-in high digits, centered on the engine cowling. Aircraft type, service (Navy or Marines) and Bu.No., were to be carried beneath the elevator, each one centered on top of the other, with the first two lines in 2-in high digits while the Bu.No. was to be in 4-in high digits.

Fin/rudder code letter/s were to be 36 inches high, with their top 52 inches above the stabilizer centerline.

Wing Markings

Those beneath the port wing could consist of the following:

"NAVY" in 24-in high letters or "MARINES" in 16-in high letters, both to be centered 30 inches from the wing leading edge and 52 inches away from the wingtips; whenever carried, the buzz code on the nose would be repeated inboard of the letters mentioned above and carried in 16-in digits.

Above the starboard wing a repetition of the fin/rudder code and buzz code was carried as follows: the letter/s of the code were 36-in high, centered 52 inches from the wingtips and 30 inches from the wing leading edge; the buzz code letters were to be 24 inches high, centered to the letter code and positioned at a distance of 18 inches inboard.

Needless to say, although these were the official specifications, there were in practice numerous variations and only photographic evidence can be considered final.

FLEET AIR ARM COLORS & MARKINGS

Corsair Is and IIs ordered by the Royal Navy were delivered in US colors considered to be as close as possible to those in use at the

time by the Fleet Air Arm (FAA) for its aircraft. These consisted of Olive Drab (ANA 613) and Sea Gray (ANA 603) in a disruptive camouflage wavy pattern on all upper surfaces, while undersides were finished in Light Gray (ANA 602). Although most of these Corsairs were delivered with clipped wings, some examples with full-span wings were also to be found in FAA service.

The story was a bit different for the Brewster-built Corsair IIIs, as these were delivered in the complicated four-tone scheme typical of USN F4Us of the time. With the exception of a few examples, these Corsairs were repainted in FAA colors, that is, Extra Dark

Sea Grey and Dark Slate Grey upper surfaces and Sky undersides.

Corsair IVs remained in the colors in which they were delivered, that is, Glossy Sea Blue (ANA 623) overall.

National markings were typical of the period, consisting of Yellow/Blue/White/Red fuselage roundels around 36 inches in diameter while those above the wings were in Blue/Red and around 56 inches in diameter; the roundels below the wings were in Blue/White/Red, around 28 inches in diameter. A Red/White/Blue flash was painted on the fin (red leading both sides).

When FAA were called for service in the East Indies in April 1945 the British Pacific Fleet

adopted a new national marking in the form of large Blue/White roundels with white side bars, similar to those of US aircraft. This, however, is not to be mistaken for overpainted US national markings as proportions differ considerably although they were carried in the same positions as those of their US counterparts. However, examples of these markings carried in the standard six positions are also known to have existed.

Post Post-1945, the yellow outlines of the fuselage roundels were removed, and the Blue/White/Red roundels were used in all six positions.

F4U CORSAIR PRODUCTION LIST

CHANCE-VOUGHT	GOODYEAR
XF4U-1	FG-1/FG-1A
1443	12992-14695; 76139-76148
F4U-1	FG-1D
02153-02736; 03802-03841; 17392-17455; 18122-18191	14696-14991; 67055-67099
F4U-1A	67100-67254 (Cancelled); 67255-67754 (Cancelled)
17456-18121; 49660-50359; 55784-56483	76149-76739; 87788-88453; 92007-93701
F4U-1C	92702-93301 (Cancelled)
57657-57659; 57777-57791; 57966-57983; 82178-82189; 82260-82289; 82370-82394; 82435-82459; 82540-82582; 82633-82639; 82740-82761	XF2G-1
F4U-1D	12992, 13471, 13472; 14691-14695
50360-50659; 57084-57656; 57660-57776, 57792-57965; 82190-82259; 82290-82369; 82395-82434; 82460-82539; 82583-82632; 82640-82739; 82762-82852	F2G-1
82853-82854 (Cancelled)	88454-88458; 88459-88463
XF4U-3	88464-88871 (Cancelled)
02157, 17516	FG-3
XF4U-4	76450
49763, 50301; 80759-80763	FG-4
F4U-4	115729-116728 (Cancelled)
80764-82177; 96752-97531	FLEET AIR ARM CORSAIR SERIAL BATCHES
105176-106875 (Cancelled); 114529-115728 (Cancelled)	Corsair I
F4U-4B	JT100-JT169 (Vought-built F4U-1 under Contract No. A.(S) 198)
62915-62929; 62931-62949; 62951-62969; 62971-62989; 62991-63009; 63011-63029; 63031-63049; 63051-63069	JT170-JT194 (Vought-built F4U-1 under Contract No. A.(S) 198)
F4U-4P	Corsair II
62930, 62950, 62970, 62990, 63010, 63030, 63050, 63070	JT195-JT564 (Vought-built F4U-1A under Contract No. A.(S) 198)
F4U-4B/F4U-4P	JT565-JT704 (Vought-built F4U-1A under Contract No. A.(S) 198)
63071-63914	Corsair III
XF4U-5	JS469-JS888 (Brewster-built F3A-1 under Contract No. A.(S) 172)
97296, 97364, 97415	JT963-JT972 (Brewster-built F3A-1 under Contract No. A.(S) 172)
F4U-5	Corsair IV
121793-122066; 122153-122166	KD161-KD254 (Goodyear-built FG-1A under Contract No. Noa(S) 1871)
F4U-5N	KD225-KD560 (Goodyear-built FG-1D under Contract No. Noa(S) 1871)
121832, 121833, 121852, 121853, 121872-121874; 128891-121893; 121912-121915; 121932-121935; 121952-121955; 121973-121976; 121995-121998; 122015-122018; 122037-122040; 122058-122061	KD561-KD570 (Goodyear-built FG-1 under Contract No. Noa(S) 1871)
F4U-5P	KD571-KD867 (Goodyear-built FG-1D under Contract No. Noa(S) 1871)
121956, 121957, 121977, 121978; 121999-122002; 122019-122022; 122045-122048; 122062-122065; 122167-122206	KD868-KD992 (Goodyear-built FG-1D under Contract No. Noa(S) 1871)
F4U-5N/F4U-5NL	KD993-KE117 (Goodyear-built FG-1D under Contract No. Noa(S) 1871)
123144-123203; 124441-124560; 124665-124724	KE310-KE429 (Goodyear-built FG-1D under Contract No. Noa(S) 1871; Cancelled)
AU-1	AERONAVALE SERIALS
129318-129417; 133833-133843	AU-1
BREWSTER	129319, 129320, 129334, 129335, 129339, 129341, 129343, 129344, 129346, 129348, 129356, 129359, 129367, 129368, 129393, 129403, 129404, 129406, 129411, 129416, 129417, 133833, 133839
F3A-1	F4U-7
04515-04774; 08550-08797; 11067-11293	133652-133731; 133819-133832
11294-11646 (Cancelled); 48940-49359 (Cancelled)	

Goodyear FG-1D/CORSAIR IV - Fleet Air Arm

GENERAL

Photography by George Papadimitriou

Aircraft Details

Goodyear Built FG1-D
Bureau Number: 14862
Registration: KD 431
Museum: Fleet Air Arm
Museum, Yeovilton, UK
Status: Static Display



1. This particular Corsair is quite unique in the way it is represented. For the first time, a new restoration technique has been applied on this museum exhibit, removing post-operational paint layers and revealing the original color (and natural wear) that it had when it was in service. This plane was part of a batch of 306 Goodyear-produced FG1-D Corsair IV aircraft (serials KD-255/560) which were delivered new to the Royal Navy, starting from October 1944, and saw wartime action.
2. Equipment bay aft of the engine's firewall, housing the supercharger housing (left), accumulator, hydraulic reservoir and oil tank (far right, top); note typical Zinc Chromate interior color.
3. Engine cowling gills, seen from the rear, showing the mechanism that opens and closes them.
4. Engine exhaust stacks on the port side between the cowling cooling gills and wing root.
5. Underside view of the area just aft of the engine cowling.
6. Further aft, below the fuselage, showing the trap door, engine components and catapult hooks.
7. Close-up look at the catapult hook with, further down, the trap door vent for the coolers.
8. Wing root air intake with, on the inner edge, the 12-inch core-type oil cooler.
9. Inner face of main landing gear wheel, standard fit being 32 x 8-inch Goodyear tire.



10. Outer face of main landing gear wheel, standard fit being 32 x 8-inch Goodyear tire.
11. Outer face of main port landing gear.
12. Inner face of main port landing gear.
13. Close-up detail of the main port landing gear retraction system, with the hydraulic jack at center; note clamps holding the small front door to the main landing gear oleo leg and brake hydraulic lines.



14. Inner rear door to main port main landing gear wheel well.
15. Outer rear door to main port main landing gear wheel well.
16. Inside view of port main landing gear wheel well; note how the well is positioned in the curved section of the gull wing.
17. Front view of port main landing gear, showing also the small front door that is attached to the main landing gear oleo leg.
18. Port wing machine gun ports; machine guns 7-inch on centre, fixed at 0°44' pointing inboard.





19. Port wing root seen from the rear; note the black-painted walkways and drooped flaps.
20. Split hinge of the flaps, seen from the trailing edge.
21. Outer section of the flaps, split into two elements, the inboard one is metal covered, while the outboard one is metal framed and canvas covered.
22. Flap hydraulic jack mechanism detail.
23. Detail of the aileron trim tab actuator, port wing.
24. A second trim tab is found on the port wing aileron only, shown here.
25. Aileron actuating jack detail; note fabric-covered aileron.





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26. Upper port wing roundel detail, clearly showing the fabric covering of the outer wing section.

27. Port wing ammunition bay covers.

28. Tail section detail.

29. Tail wheel detail; early models had 12.5 x 4.5-inch solid rubber tires.

30. Retraction mechanism detail of the tail wheel, seen from rear.

31. Arrestor hook attachment to the tail wheel frame.

32. Arrestor hook detail.

33. Detail of the fabric-covered elevator.



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34. Elevator trim tab actuator, port tailplane.
 35. Fabric-covered rudder detail; also note different type of elevator trim tab on starboard side of tailplane.
 36. Tail cone detail with white tail light bulb.
 37. Arrestor hook housing.
 38. Starboard wing aileron trim tab linkage.
 39. Cockpit access step, starboard side only.



37



38

40. Formation lights below the starboard wing; while the leading red light is in place, the amber and green (center and rear) are missing.
 41. Under-wing view showing the flap linkage fairings.



39



40



41



42. Usually a little-noticed detail, humidity drain holes in the undersides of the fabric-covered ailerons.
43. Approach light in the starboard wing leading edge, very close to the wing fold.
44. 6-inch spoiler on starboard wing leading edge, introduced to correct a noticeable swing to the right under certain conditions.
45. Air intake in the starboard wing leading edge, housing the oil cooler outboard and the supercharger air intake louvers inboard.
46. Rear view of the oil cooler below the starboard wing.
47. Cockpit hood detail; shown in the open position. Entry into the airplane is through this side.
48. Rear view of the starboard wing, showing the characteristic gull wing design of the Corsair.



49. Dorsal identification light.
50. Rear view of the open cockpit hood and detail of the dorsal aerial mast.

COCKPIT

Photography by George Papadimitriou



1. Main instrument panel in front of the pilot with the standard six instruments in the center consisting of directional gyro, compass indicator, artificial horizon, ASI, turn & bank indicator and rate of climb/descent indicator.
2. Pilot's left hand side panel with, very evident, the engine control quadrant housing the throttle, propeller control lever and friction lock (yellow knob) and mixture control lever (red knob).
3. Another view from the outside of the main front instrument panel, this time from the starboard side.
4. Pilot's right-hand side panel with the smaller instrument panel below the main one, showing the hydraulic pressure gauge, main fuel tank gauge and the voltmeter (below). The two small levers on the horizontal panel control the oil cooler flaps while the longer lever further right controls the cowling gills.
5. Apart from the radio equipment and other controls on the right hand panel, one finds, very close to the seat, the small wheel with which the pilot can control and lock the arrestor hook.

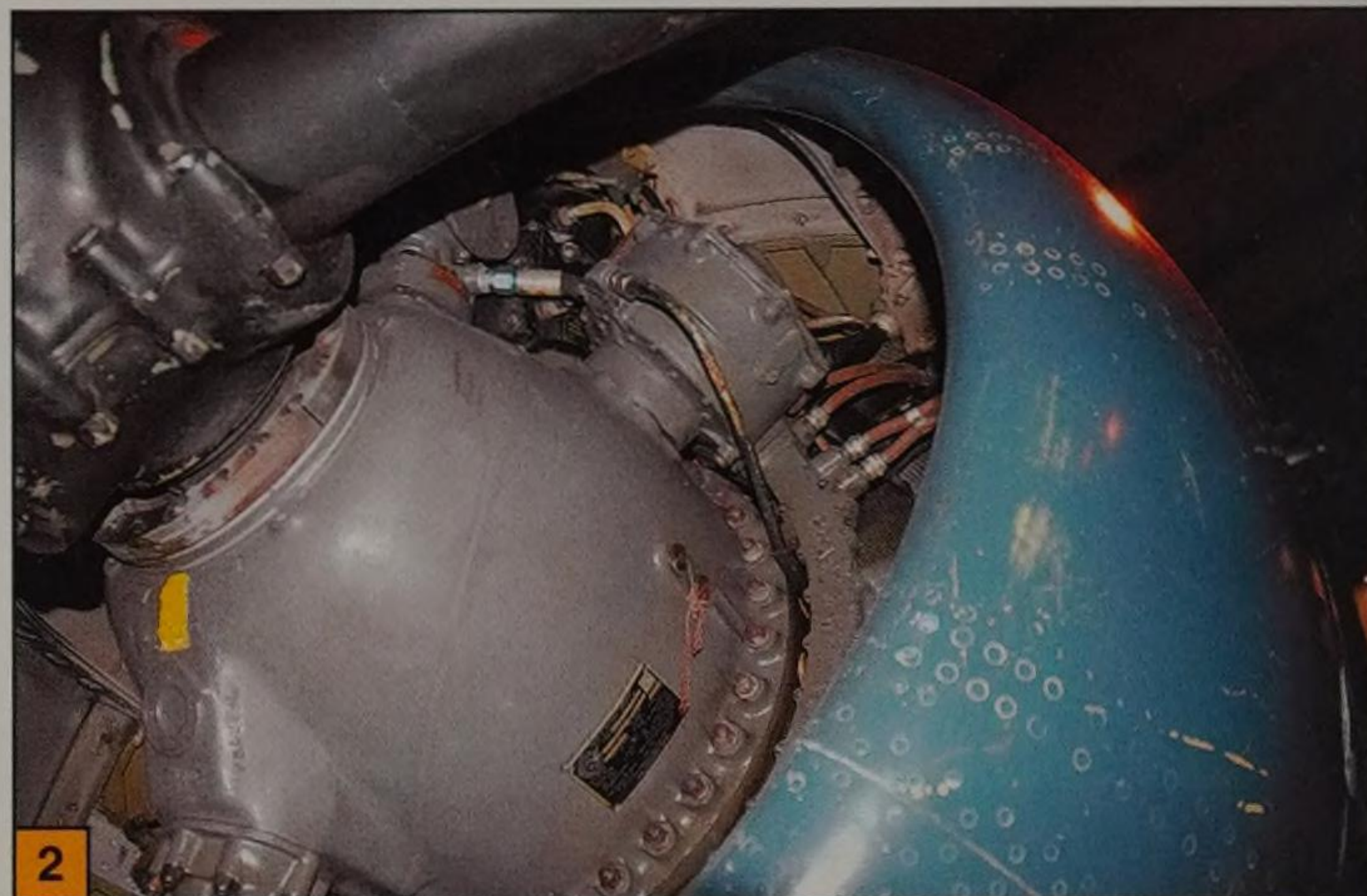
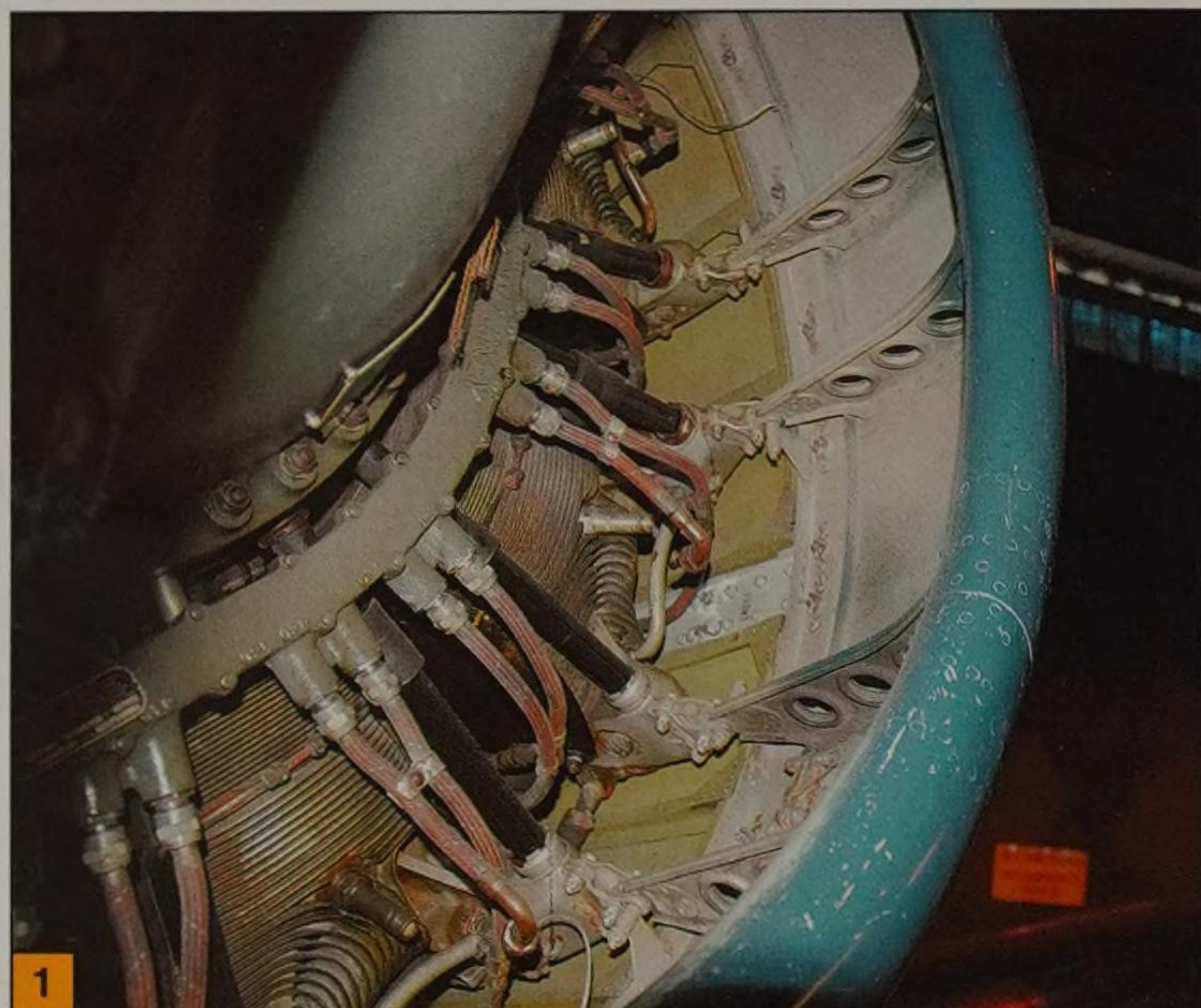


6. General view of the main instrument panel as seen from outside the cockpit.
 7. Control column with the (red) firing button incorporated. Note also the rudder pedals.
 8. Further aft, on the left side, the elevator trim tab wheel is very close to the pilot's seat. The light-colored lever also very close to the seat is the fuel tank selector, while the angle-ribbed control wheel above it is the aileron trim control.
 9. Close look at the left-hand side of the main instrument panel, with the three dials consisting of engine speed

indicator (furthest left), altimeter and boost gauge (below).
 10. The coating above the instrument panel, inside the windscreen, with the gunsight missing; on the left can be seen the armament switches. Note also the thickness of the armored front windscreen glass panel.
 11. Pilot seat detail.
 12. Pilot padded headrest.
 13. Another view of the upper part of the control column; rudder pedals can be seen below it, while the compass hangs below the main instrument panel.

ENGINE

Photography by George Papadimitriou



1. Interior of the engine port cowling, showing the attachment points to the engine.
2. Pratt & Whitney R-2800-8 Twin Wasp engine gearbox casing.
3. Starboard side engine exhaust stacks.
4. Rear view of the equipment bay aft of the engine's firewall, with the supercharger housing, its exhaust trunking and blower assembly in the foreground.

Vought F4U-1A CORSAIR IV, 17799

GENERAL

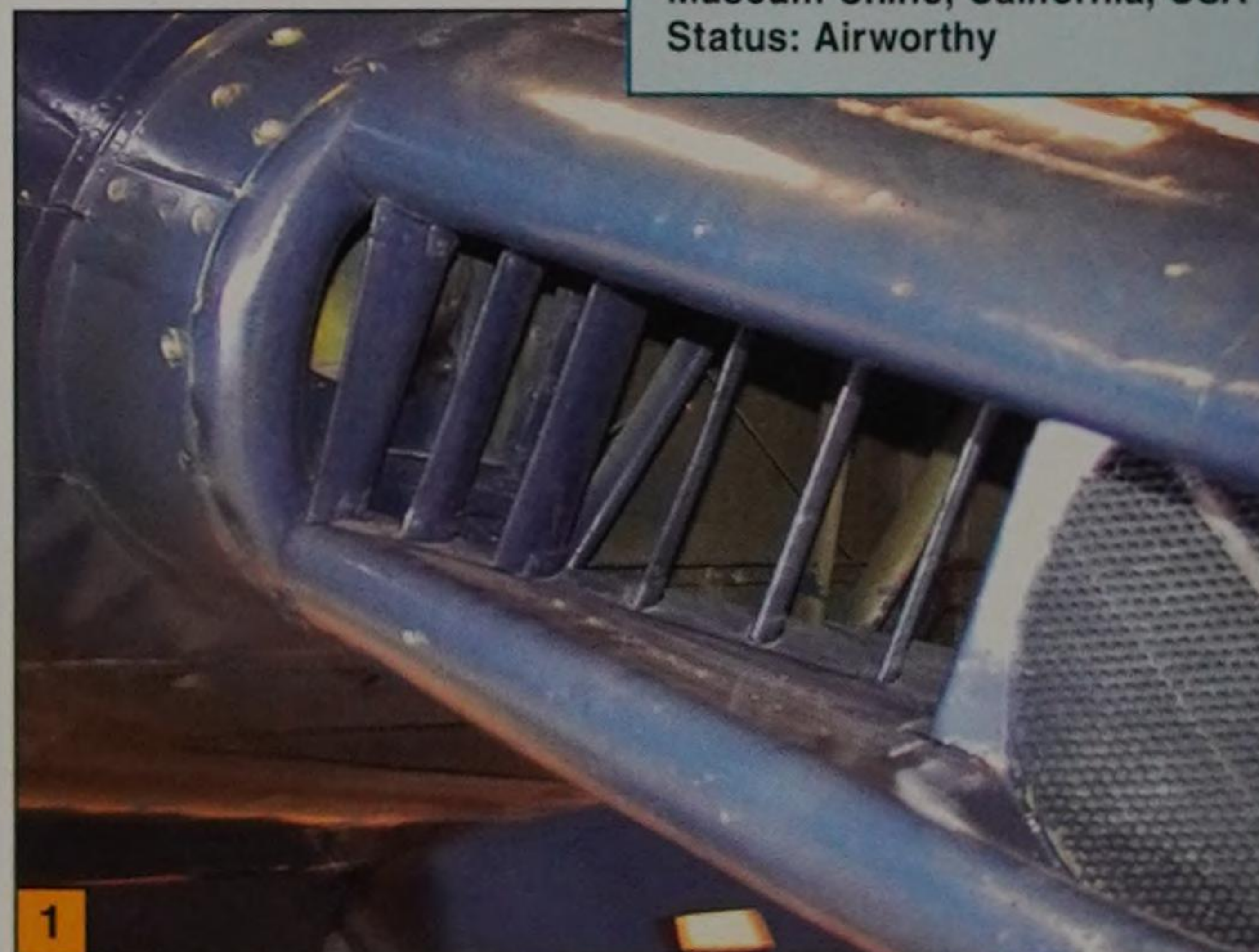
Photography by George Papadimitriou

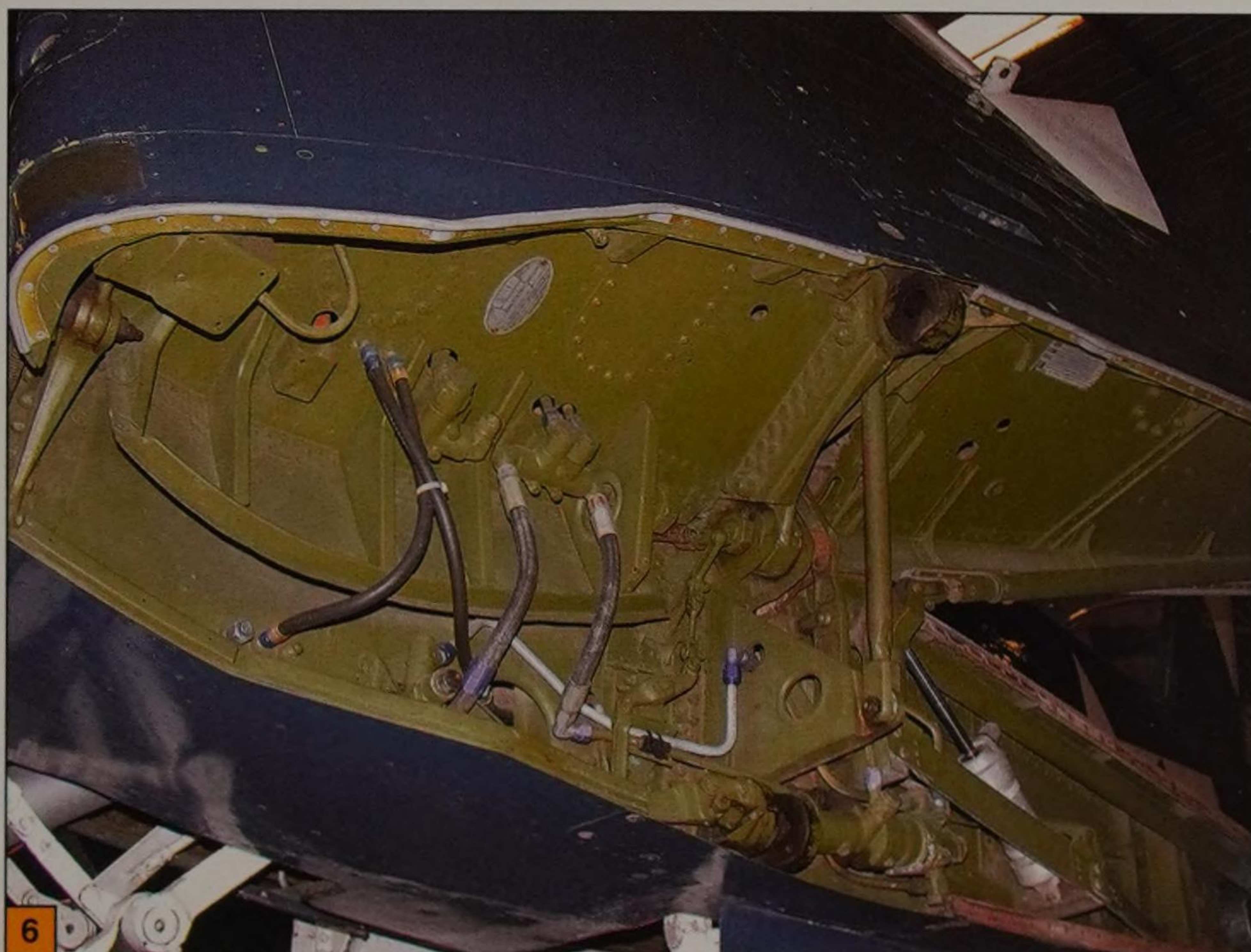
This aircraft was built in 1943 and was assigned to VF84 in December of the same year. It then served with VBF-14 and VBF-98 under which it saw combat in the Pacific and was withdrawn from active service on 31 August 1945. In 1976, this Corsair was restored to flying condition in basically stock F4U-1 configuration. The primary changes to the aircraft were confined to covering the outer wing surfaces with metal (early models of the Corsair had fabric-covered outer wing panels, aft of the spar) and using a Pratt & Whitney R-2800 engine with a single-stage supercharger from a Douglas A-26 Invader bomber, in place of the two-stage, two-speed, supercharged R-2800-8 engine that was more common in early model Corsair fighters. Since restoration, the Corsair has taken part in numerous airshows and flown in a variety of Hollywood productions including the Baa Black Sheep television series.

1. Port wing-root air intake with the louvered section supplying air to the engine's supercharger. The oil cooler is at the far right.

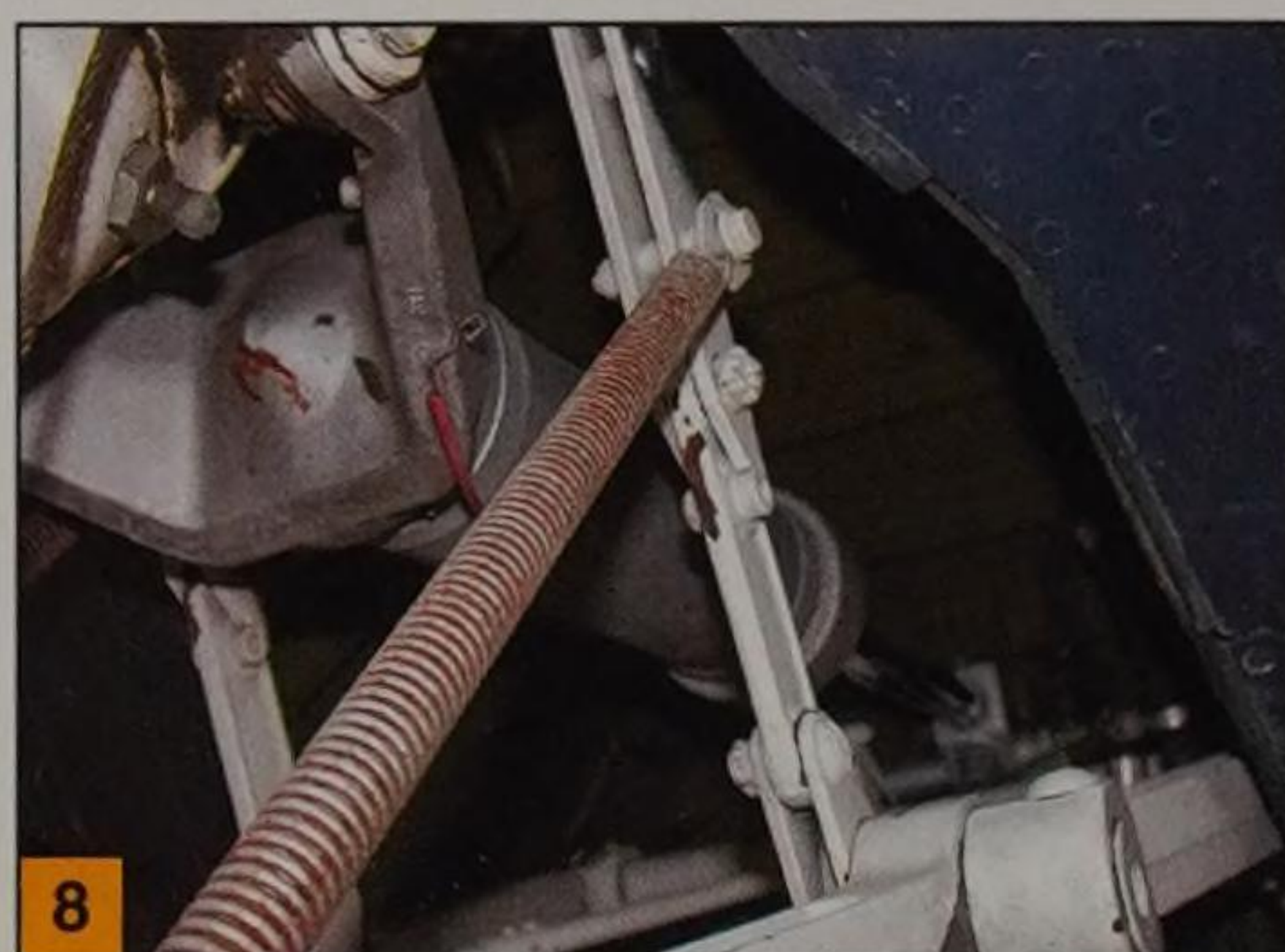
Aircraft Details

Vought built F4U-1A Corsair
Bureau Number: 41-7799
Registration: N83782
Museum: Planes of Fame
Museum Chino, California, USA
Status: Airworthy





2. Engine exhaust stack on the port side, just aft of the cockpit cooling gills.
3. Detail of the actuator mechanism for the engine cooling gills that can be controlled by the pilot through a handle on the right side of the cockpit.
4. Front view of the port wing in folded position, showing the wing gun ports and (below them) the approach light.
5. Wing folding detail, with the white-painted hydraulic mechanism that operates the wing folding mechanism quite visible.
6. Another view of the port wing in folded position, where a number of flexible connections from the inner fixed section to the outer wing can be clearly seen.



7. Outboard view of main port side landing gear; the white finish on the main legs was introduced so that any damage or cracks due to heavy landings could be easily noticed by servicing crews.
8. Detail of the hydraulic actuating jack cylinder that extends and retracts the main landing gear.
9. Inside of the port main landing gear well; while the well is painted in Zinc Chromate on the inside, the doors are painted white, same as the landing gear legs.



10. Front equipment bay, aft of the engine firewall, showing the engine support frame; the yellow tank at left is the 26 US gallon oil tank.
11. Starboard wing inboard flaps shown fully deployed; note the actuating rod on the side of the wing fold.
12. Foothold built into the innermost flap of the starboard wing, which, coupled with the other foothold on the fuselage side (at left), enable the pilot to access the cockpit.
13. Tailwheel detail. The fully castoring wheel itself is turned 180°, that is facing aft, as the arrestor hook (striped black and white) clearly indicates.
14. Tail end detail showing the elevator trim tabs and the different actuating rods between port and starboard. There is a round inspection panel within the fabric-covered starboard side elevator.



Vought F4U-1A CORSAIR, 97349

GENERAL

Photography by George Papadimitriou

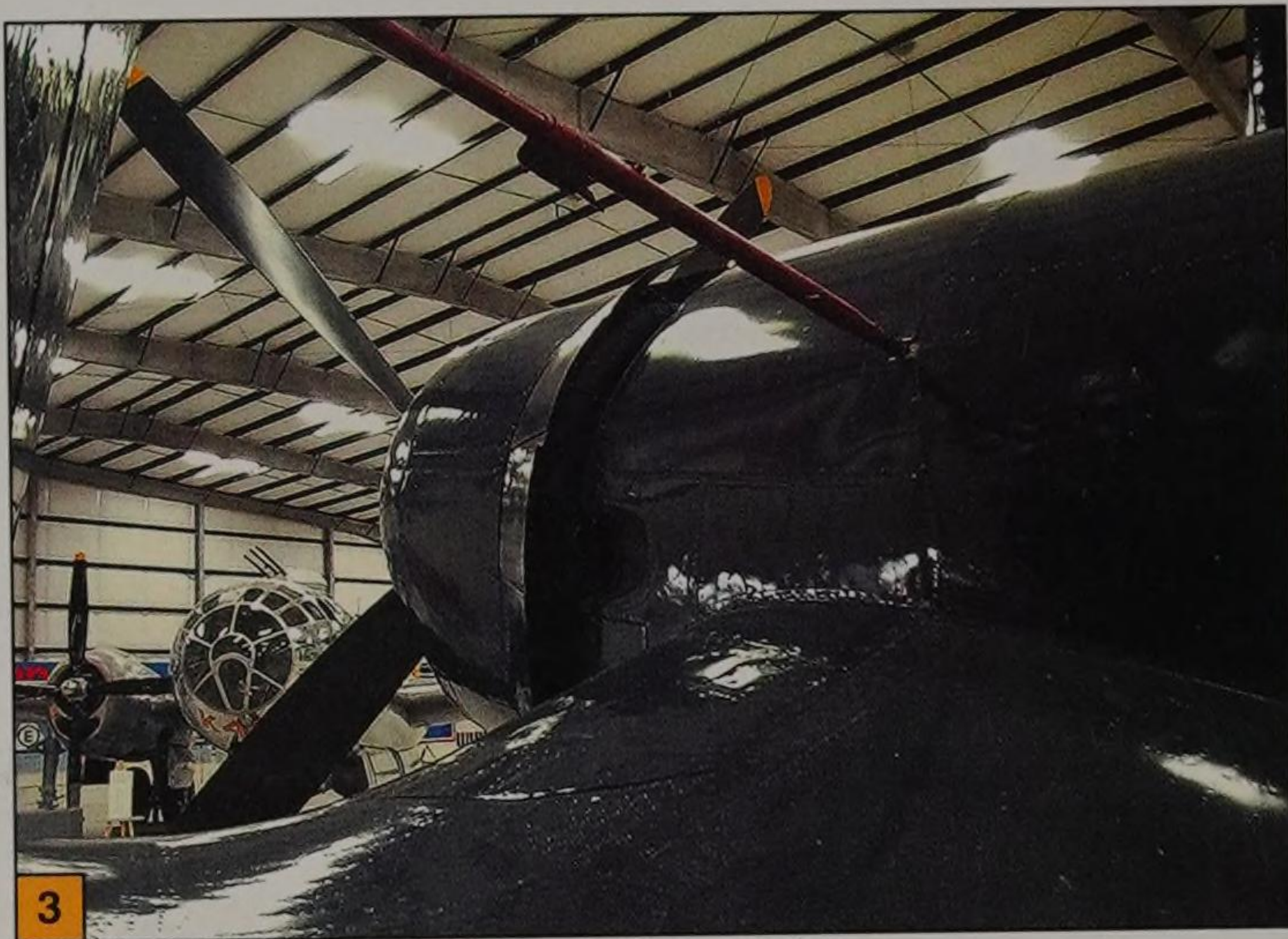
Aircraft Details

Vought built F4U-4 Corsair
Bureau Number: - 97349
Registration: Not Known
Museum: Pima Air and Space
Museum, Tucson Arizona USA
Status: Static Display

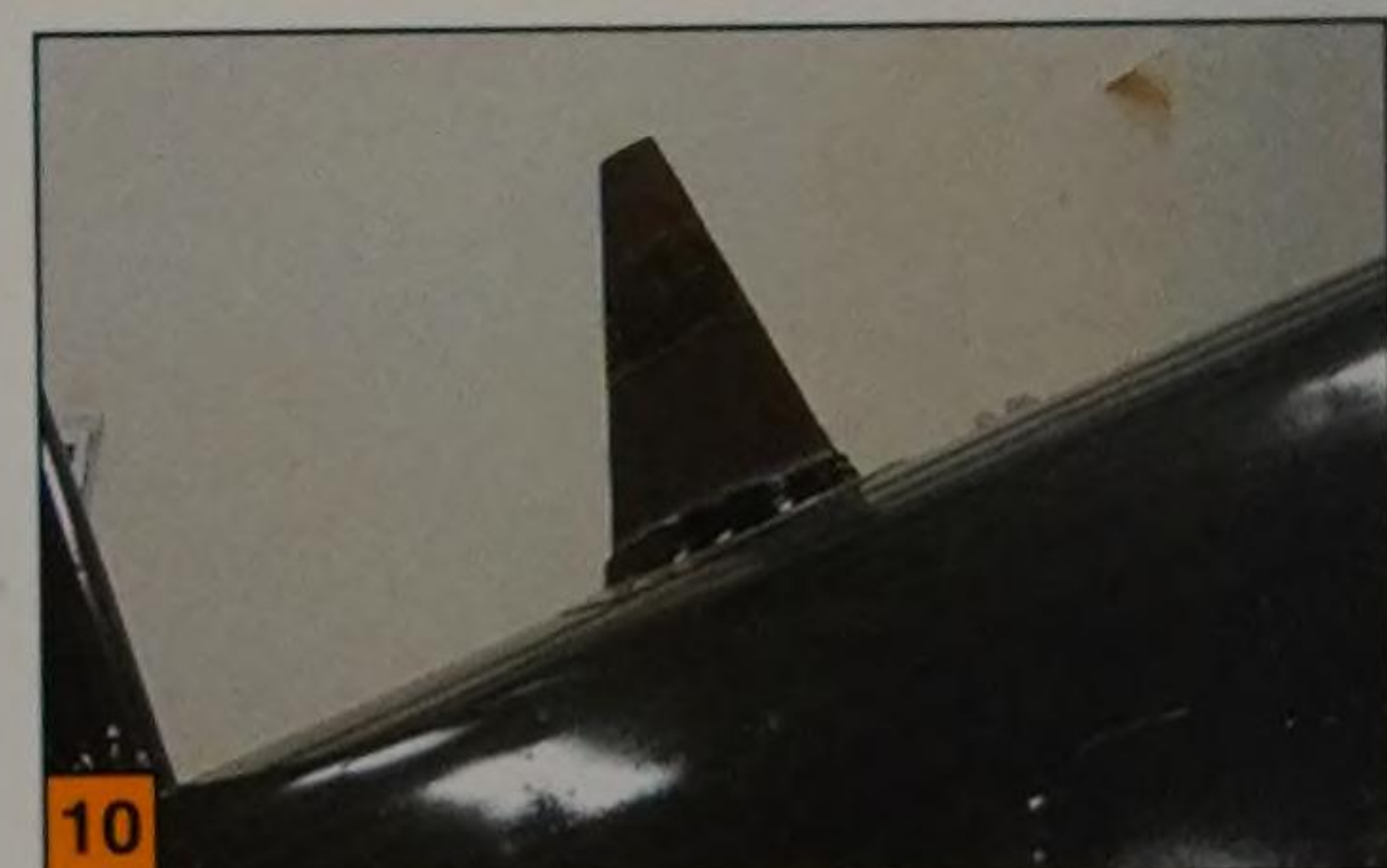
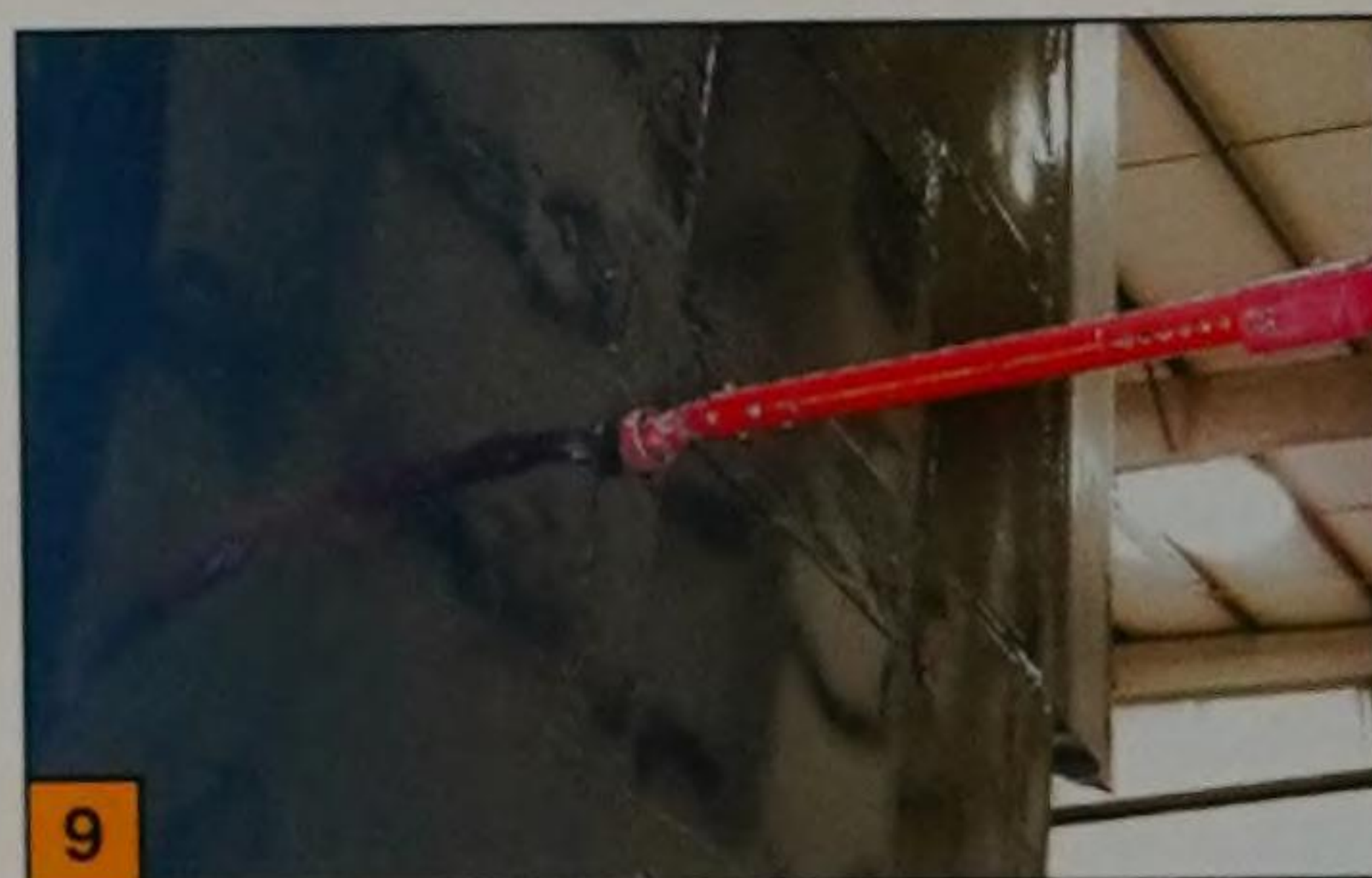
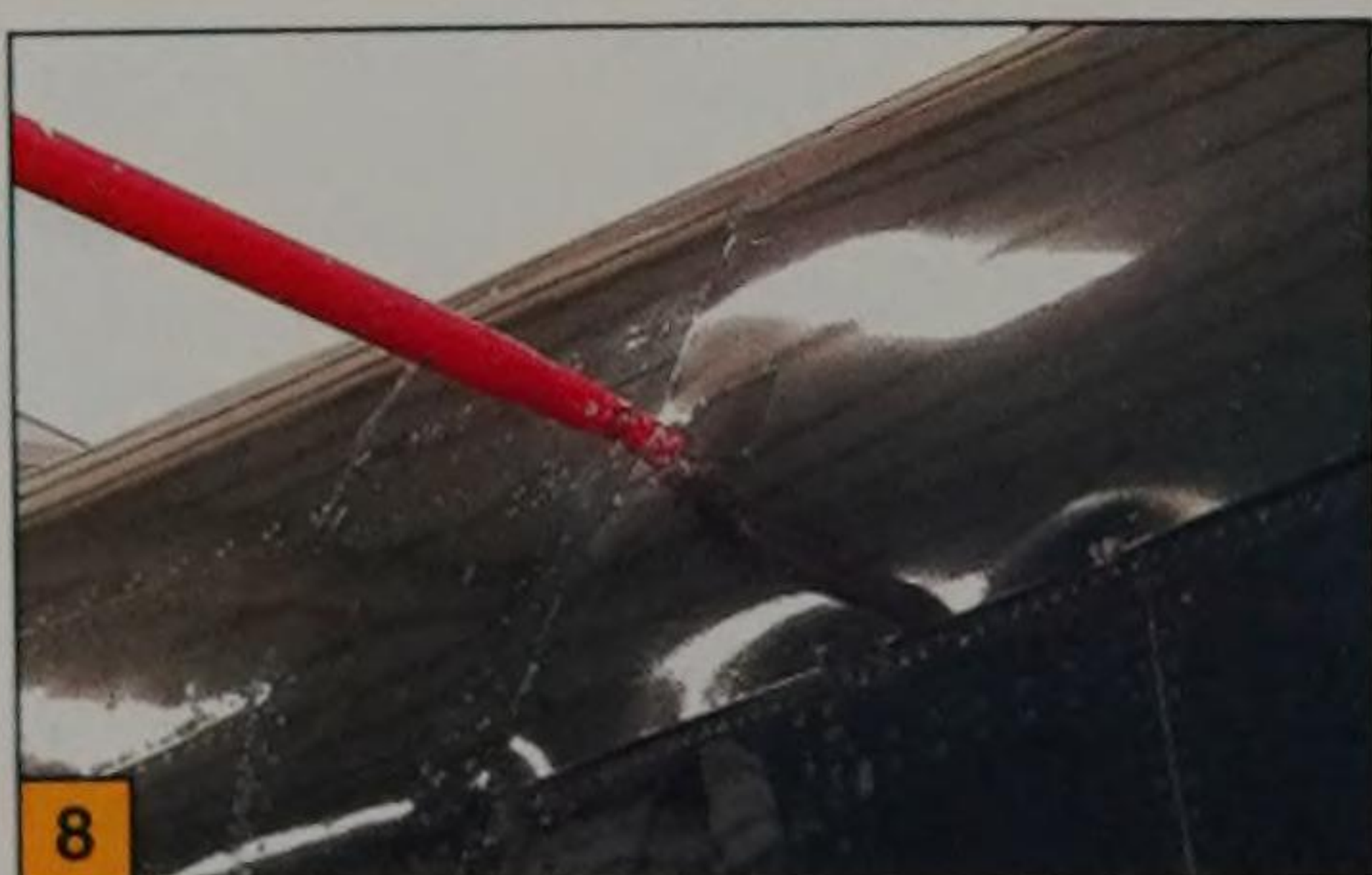


1. This F4U-4 is actually a post-war Vought-built USMC Corsair which saw action as ground attack aircraft during the Korean War. It was then prepared for transfer to Honduras AF but it never actually got there, remaining in the US as a museum exhibit. It is a property of the US Marine Corps Museum on loan to Pima Air and Space Museum.

2. Front view showing the engine and four-bladed propeller of the F4U-4 version, together with the characteristic air scoop in a chine below the front of the engine cowling.



3. A rear view showing the higher position of the exhaust stacks in relationship with the previous Corsair versions that had them positioned below the wing root line.
4. Tail end of the F4U-4, which does not display any differences when compared to all previous versions.
5. Tailwheel and arrestor hook assembly.
6. Side view showing the starboard wing in folded position.
7. Starboard side view from the rear of the nose section showing, once again, the revised position of the exhaust stacks. The red bar is a "jury" strut fitted on the ground to the folded wings to keep them steady, especially when the plane is handled by personnel on the ground.
- 8, 9. Right and left ends of the jury strut affixed to the starboard wing.
10. Dorsal blade antenna.



Goodyear FG-1D CORSAIR, 88297

GENERAL

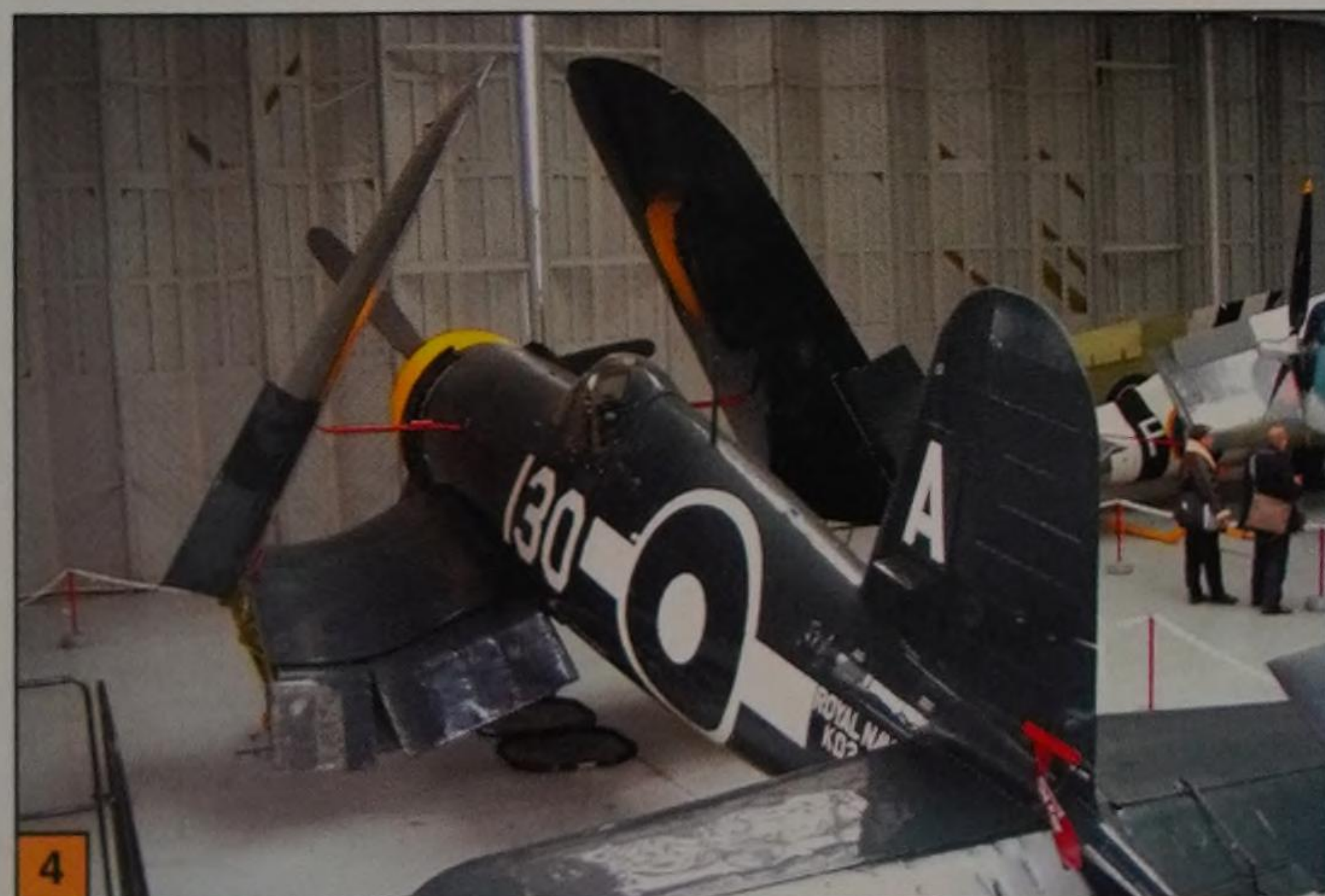
Photography by George Papadimitriou

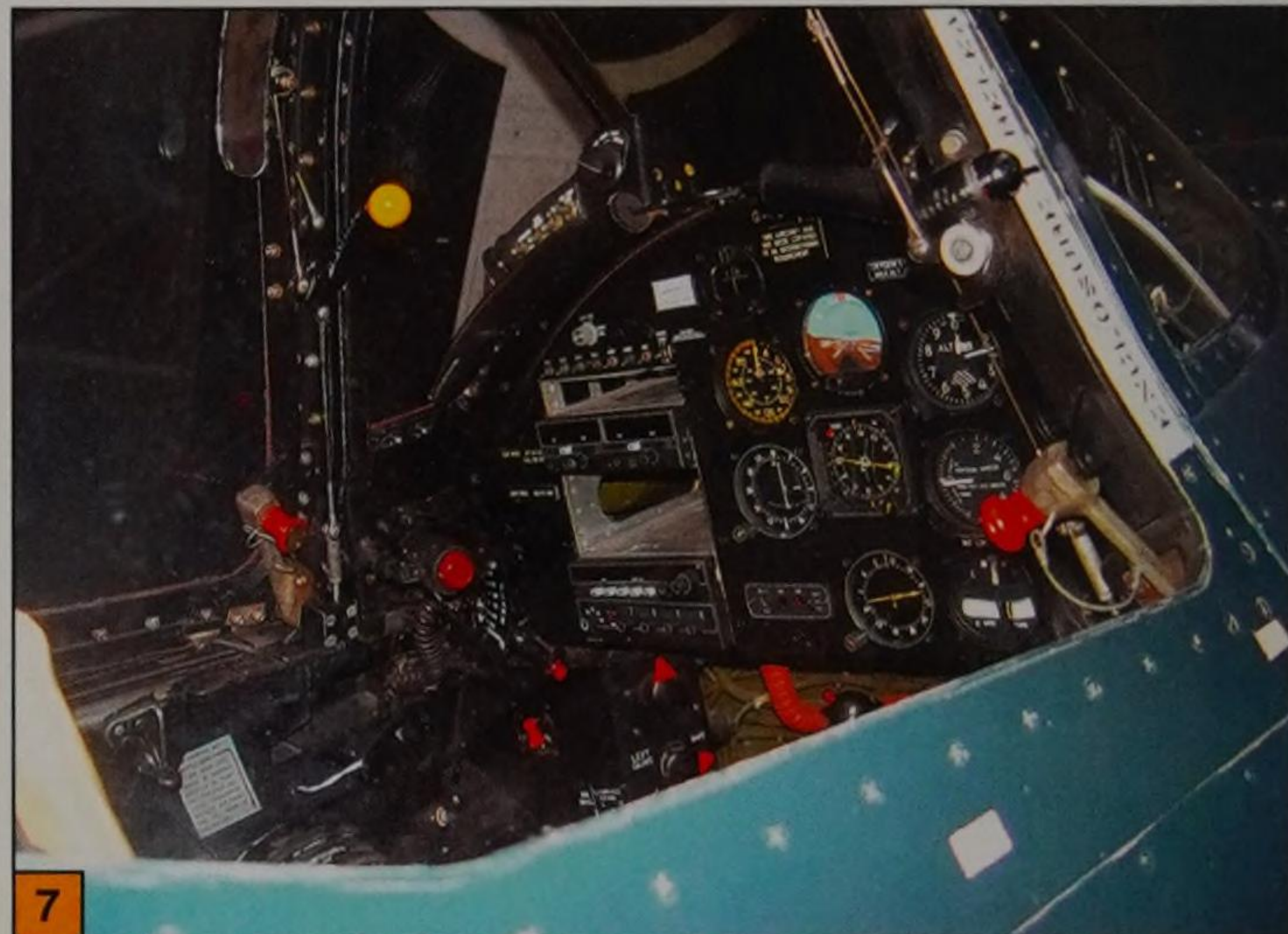
Aircraft Details

Goodyear built FG-1D
Bureau Number: 88297
Registration: G-FGID, KD345 - 130
Museum: IWM Duxford Fighter
Collection
Status: Airworthy



1. The history of this aircraft is quite unique since, according to the records, it came from a batch destined for the RNZAF (the same as BuNo 88391) but it was not delivered and remained with the US Navy. It is painted to represent a Royal Navy plane under the fictitious serial KD345.
2. Apart from allowing us to examine the wing folding mechanism together with the flap actuators, this view also clearly shows the spent cartridge ejection slots under the starboard wing.
3. Front view of the engine cowling, showing engine detail together with the propeller hub. Stencilling on the propeller blades tells us that these are Dwg No. 6501A-0, Mfg. No. NKSE 4199 having a low angle of 26.0 and a high angle of 65.0.
4. Three-quarters rear view of this plane taken inside the Duxford hangar where it resides. It is fitted with the late-style unframed cockpit canopy; also note the red "jury" struts that help to hold the wings firmly in folded position.
5. Three-quarters front view from the starboard side, showing the positioning of the national markings in the USN manner, that is above the port and below the starboard outer wing sections.





6. A good section of the main instrument panel is seen through the clear blown canopy of this FG-1D. The centrally-fitted mirror together with the two side mirrors provide a good rear view to the pilot.
7. A view of the instrument panel from the starboard side.

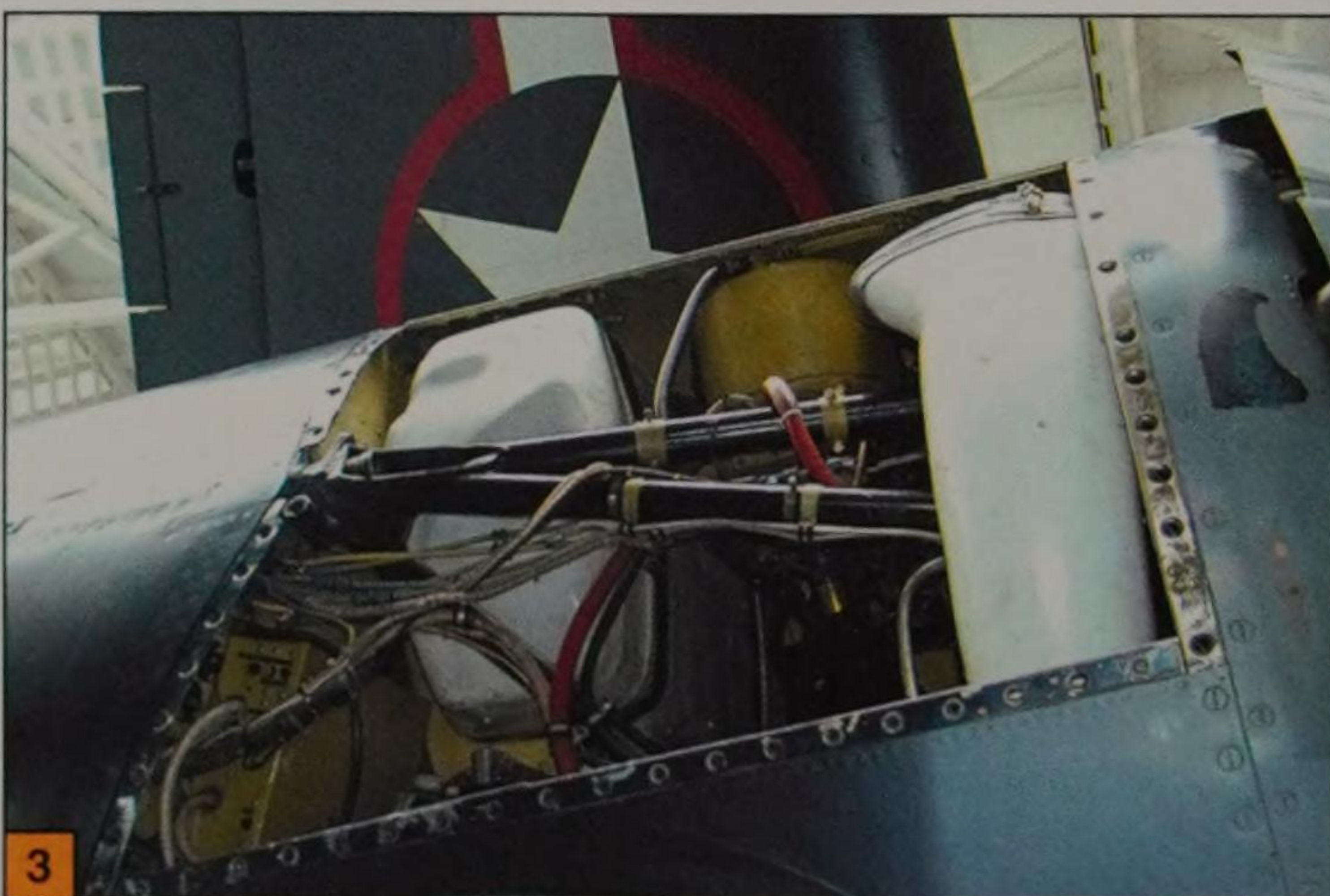
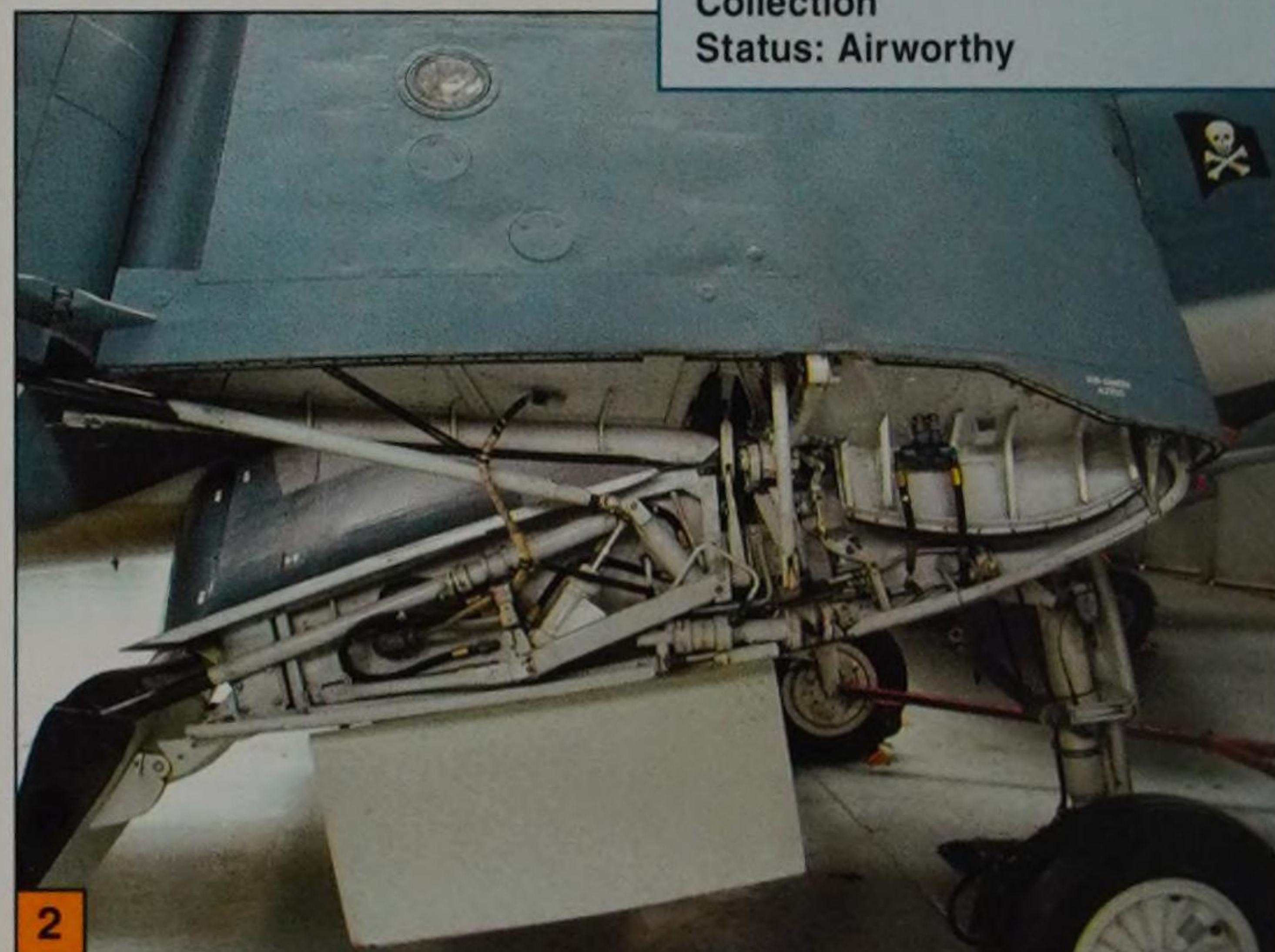
Goodyear FG-1D, 88391

GENERAL

Photography by George Papadimitriou

Aircraft Details

Goodyear built FG1-D
Bureau Number: 88391
Registration: G-BXUL, USN
92844 / 8
Museum: IWM Duxford Fighter
Collection
Status: Airworthy





1. This is an ex-RNZAF Corsair (the sole remaining flying "Clipped-wing" New Zealand Corsair, original serial NZ5648) painted to represent a US Navy plane under the fictitious serial 92844/8.

2. Close up detail of the starboard side wing fold mechanism; note the landing light.

3. Forward fuselage equipment bay, showing the engine support frame, and (left to right) oil tank, fire suppression cylinder, and supercharger housing and ducting.

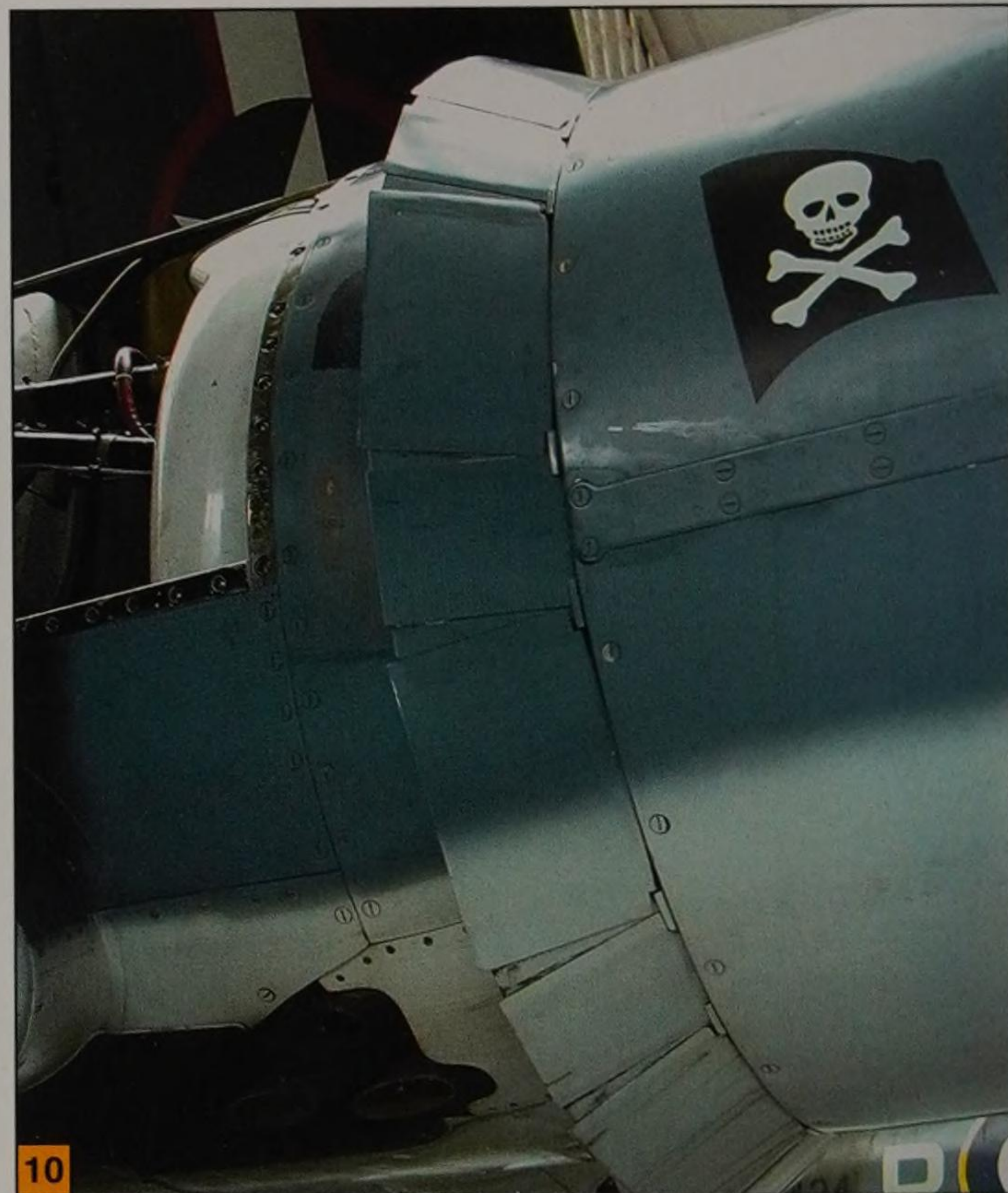
4. On this version of the Corsair, the "jury" strut inboard end is held to the top of the inner wing section whereas on later versions it is attached to the fuselage sides.

5. Rear view of the engine exhaust cooling gills and the mechanism that actuates them.

6. Inside of the main landing gear wheel well, finished, on this example, as the rest of the wing's undersides.

7. Outboard view of the main landing gear, the starboard leg in the foreground, the inboard face of the port leg in the background; note also the engine exhaust stacks.

8. Inboard view of the main port side landing gear; note how the small front door is fixed to the main leg. The practice of painting the aircraft's individual code number on this small door was widely used.

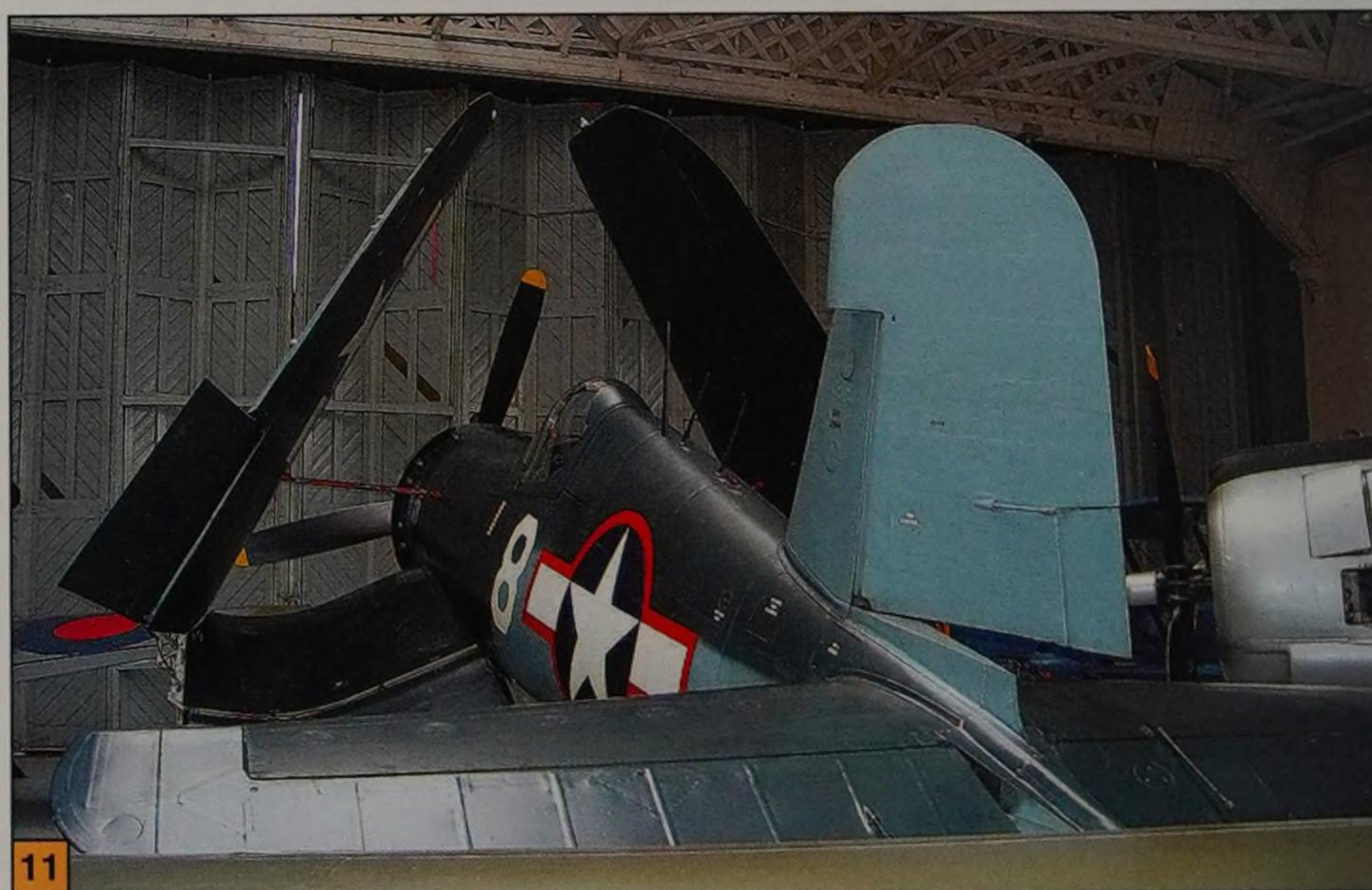


9. Main landing gear wheel detail; outboard face of starboard side gear.

10. Nose detail showing the partially open engine cowl cooling gills and engine exhaust stacks. This aircraft is finished as an aircraft from VF-17, complete with the "Jolly Roger" flag on the cowling.

11. This three-quarters rear view shows better the finish of this Corsair, in the colors of VF-17. The red outline to the national markings lasted only from June to September of 1943.

12. A partial side view, that shows several details such as the wing in folded position. The unframed blown canopy does not fit well with the color scheme chosen for this example.



Goodyear F2G-1 "SUPER" CORSAIR, 88454

GENERAL

Photography by George Papadimitriou

Aircraft Details

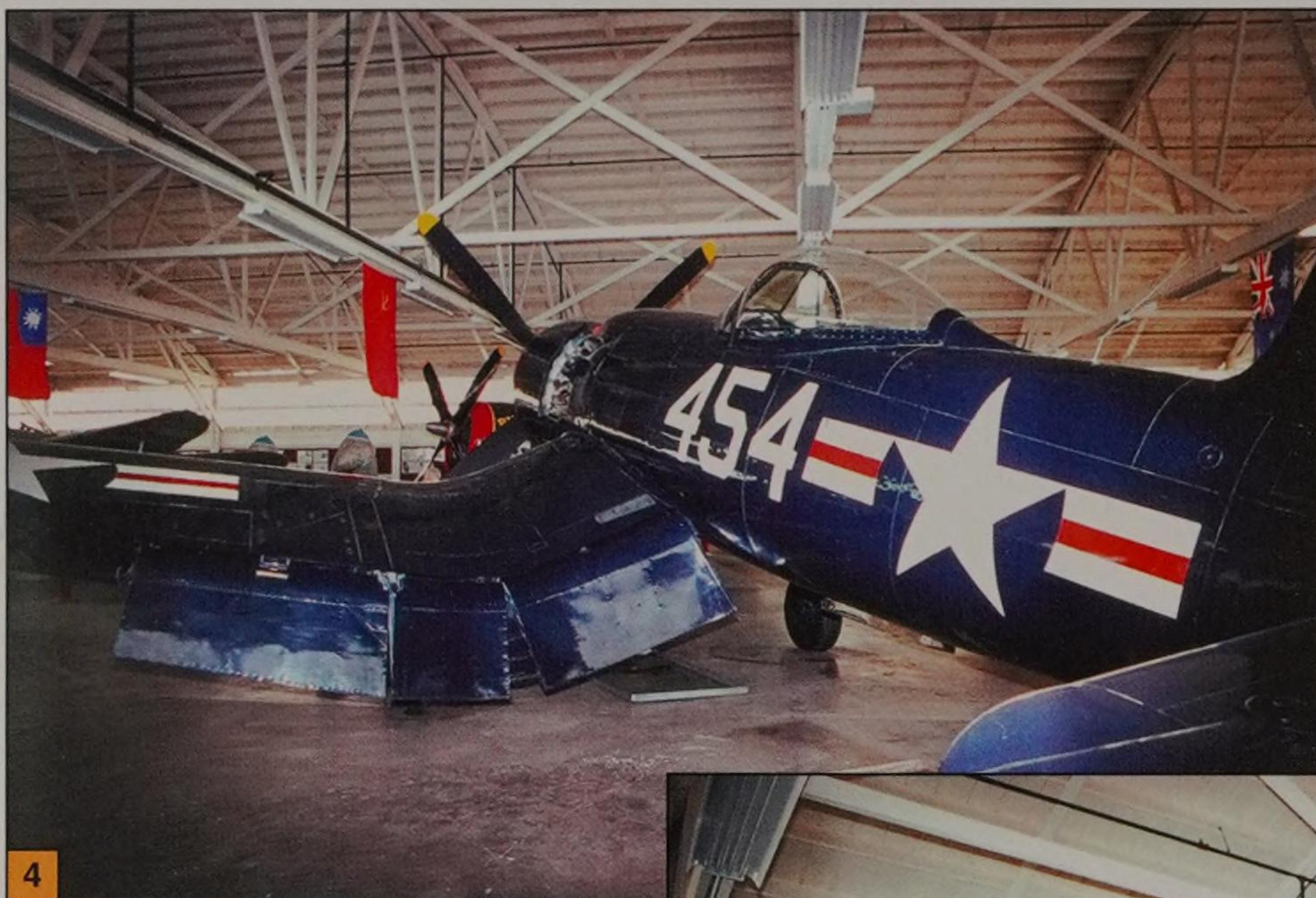
Goodyear built F2G-1
Bureau Number: - 88454
Registration: N4324
Museum: Champlin Fighter
Museum, Mesa, Arizona, USA
Status: Static Display



1. This is one of the five F2G-1 land-based Super Corsairs ever built (6 aircraft of the F2G-2 carrier based variant were also built). They were all used for the evaluation of the R-4360 powered Corsair project. Following the end of WWII and the project cancellation, this aircraft was stored in a container, where it was re-discovered during the 60's and restored to flying condition as a racer. The plane actually never raced, it was bought back by the US Navy, painted in its original colors and displayed in various museums since then. This front view gives some idea of the massive engine fitted to this version, the Pratt & Whitney R-4360 28-cylinder, fourrow engine.



2. The four-row engine required this lengthened engine cowling to house it, making the F2G the longest version of the Corsair.
3. Rear view of the exhaust stacks that eject their hot air from behind the engine cowling's adjustable cooling gills.



4. The wings of the F2G remained practically unchanged from that of previous versions and one can still appreciate the design of the characteristic gull configuration. Note the cut-down rear fuselage and the fitting of a one-piece teardrop canopy.



5. Another view of the front end of the F2G from the starboard side.
6. A detail worth nothing on the F2G, the horizontal plug added below the fin and rudder assembly to raise the vertical tail and give it additional surface area.



COLOR PROFILES



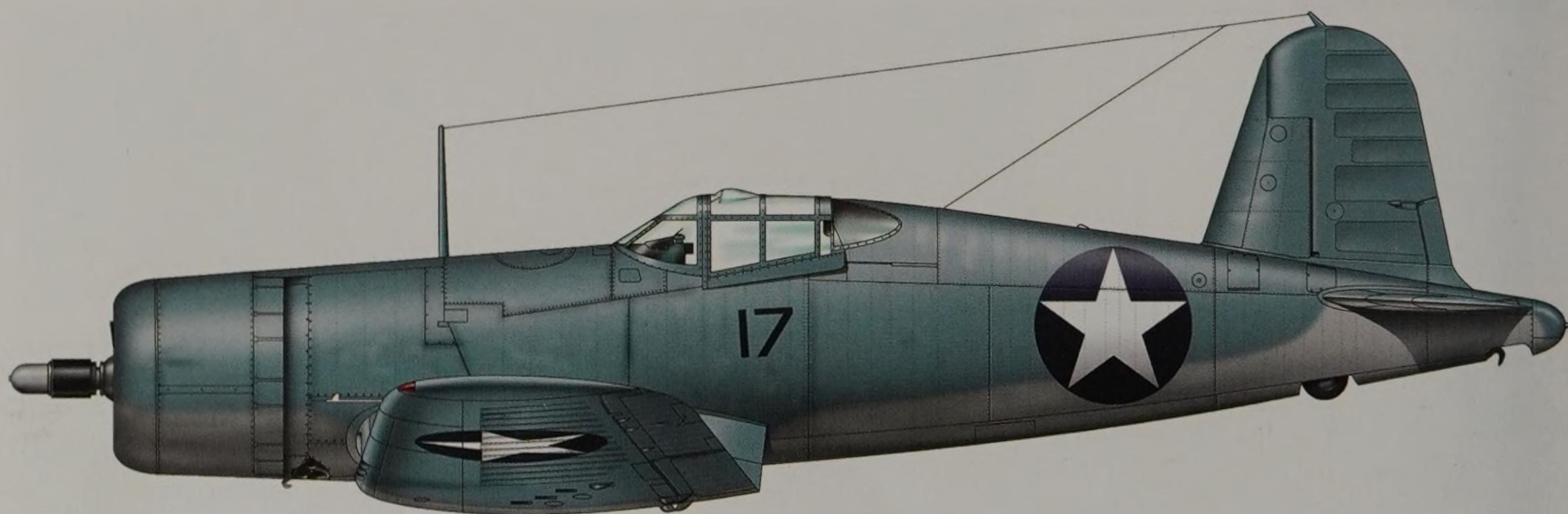
Vought F4U-1 Corsair, F-27, VF-12, San Diego (California), May 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). National markings in six positions; code in black.



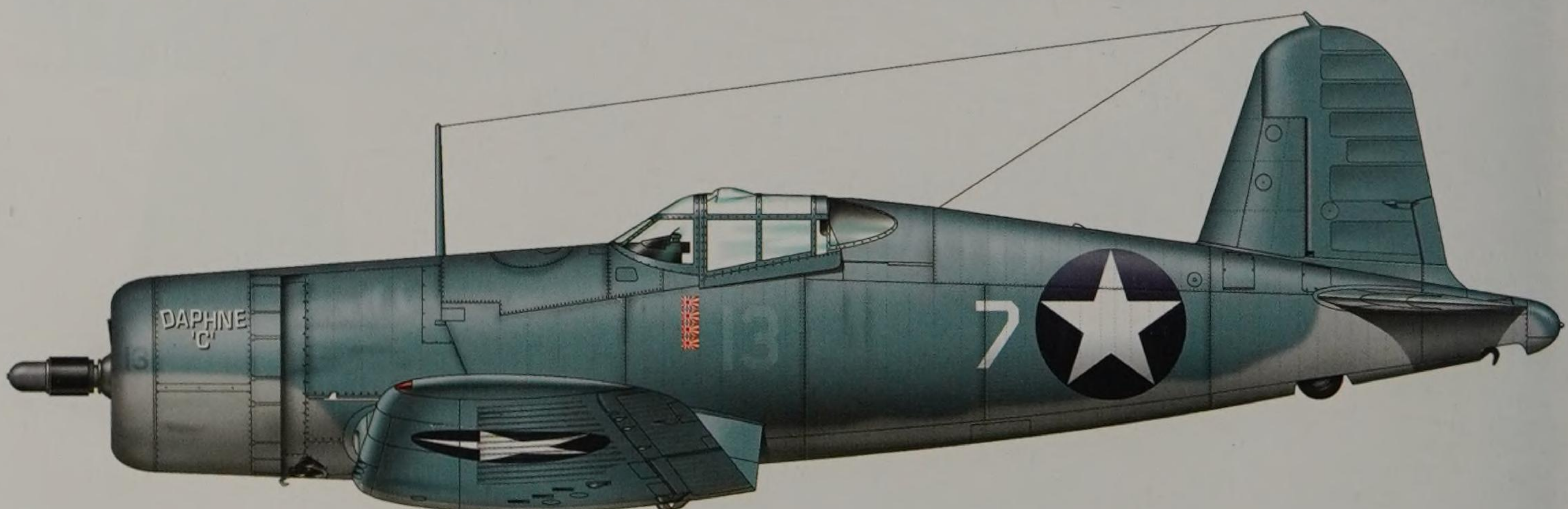
F4U-1 Corsair, "114", flown by Lt K.A. Walsh, VMF-12, Munda, summer 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings in six positions, modified with the addition of a white bar.



Vought F4U-1 Corsair, "125", flown by Lt D.L. Balch, VMF-211, Guadalcanal, summer 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings in six positions.



Vought F4U-1 Corsair, "17", flown by Lt Howard J. Finn, VMF-124, Guadalcanal, February 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersides in Light Gray (ANA 602). Code in black; national markings in six positions.



Vought F4U-1 Corsair, "7", "Daphne C", flown by Cpt James N. Cupp, VMF-213, Guadalcanal, July 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersides in Light Gray (ANA 602). "7" in white, repeated in black on front main undercarriage door; national markings in six positions. Name on cowl in white, with black drop shadow; previous code "13" partly visible on cowl and below cockpit.



Vought F4U-1 Corsair, "Spirit of 76", flown by Maj Robert Owens, CO of VMF-215, USMC, Munda Airstrip, August 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. US star markings, outlined in red, on fuselage sides, above port and below starboard wings. Name and code in white.



Vought F4U-1 Corsair, "15", "Daphne C", flown by Cpt James N. Cupp, VMF-213, Munda, September 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white, repeated in black on front main undercarriage doors; national markings in six positions. Name on cowling in white with black drop shadow; six victory markings below cockpit.



Vought F4U-1 Corsair, "104", VMF-213, Russell Islands, September 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas, which are painted in Intermediate Blue; undersides of tailplane Insignia White. White code, national markings, outlined in red, in six positions (modified from earlier markings). Aircraft presents a very patched-up appearance.



Vought F4U-1 Corsair, "10", "Gus's Gopher", flown by 1st Lt Wilbur J. Thomas, VMF-213, Guadalcanal, summer 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). White "10" repeated in black on front main undercarriage doors, national markings in six positions. Personal marking on engine cowling; eight victory markings below cockpit.



Vought F4U-1 Corsair, 17-F-23, VF-17 USN, New Georgia, 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersides in Light Gray (ANA 602). Code in white/black; simple US star markings in six positions.



Vought F4U-1 Corsair, "93", VMF-214 "Black Sheep", Turtle Bay Airstrip, September 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersides in Light Gray (ANA 602). US star national markings, with previous red outline overpainted, on fuselage sides, above port and below starboard wings; code in white. Note undersides heavily encrusted with mud.



Vought F4U-1 Corsair, 17-F-13, flown by Lt James A. Halford, VF-17 "Jolly Rogers", USS Bunker Hill, August 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. Plain US national markings in six positions. "Jolly Roger" badge on both sides of cowling, four "victory" markings below cockpit on port side; code in white.



Vought F4U-1 Corsair, "125", flown by 2nd Lt D.L. Balch, VMF-211, Guadalcanal, summer 1943. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings in six positions.



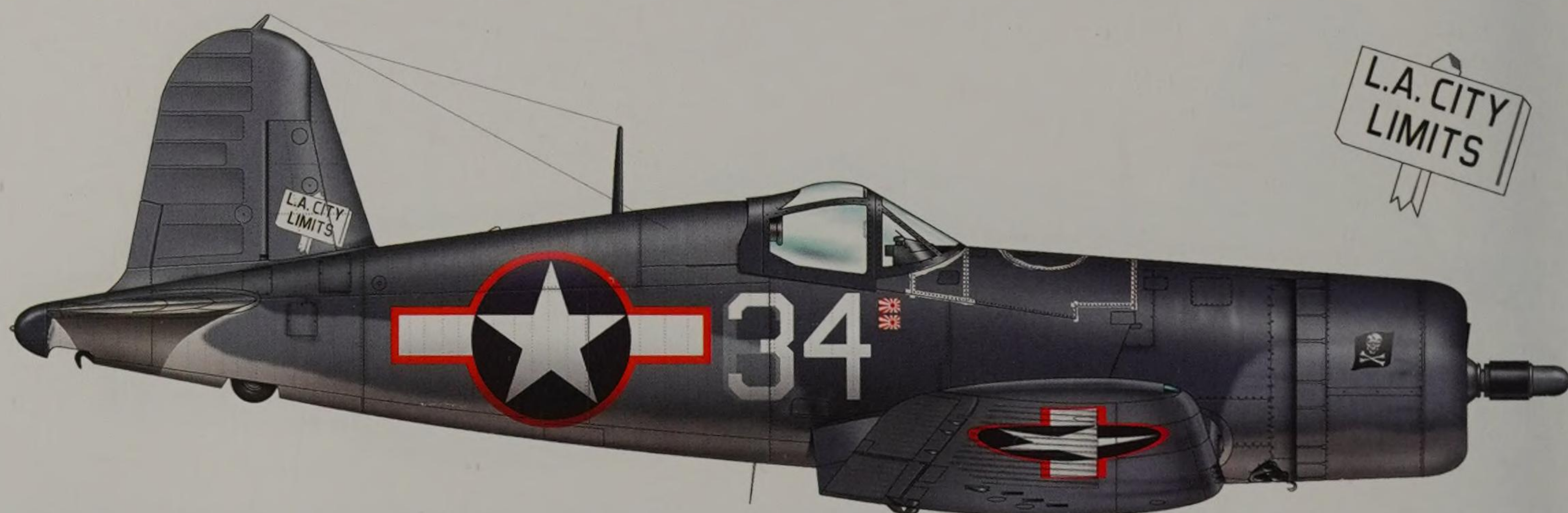
Vought F4U-1 Corsair, "590", flown by Cpt A.R. Conant, VMF-215, Torokina, early 1944. Non Specular Blue Gray (ANA 603) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (ANA 602). Code in white; national markings (in six positions) modified with the addition of a white bar.



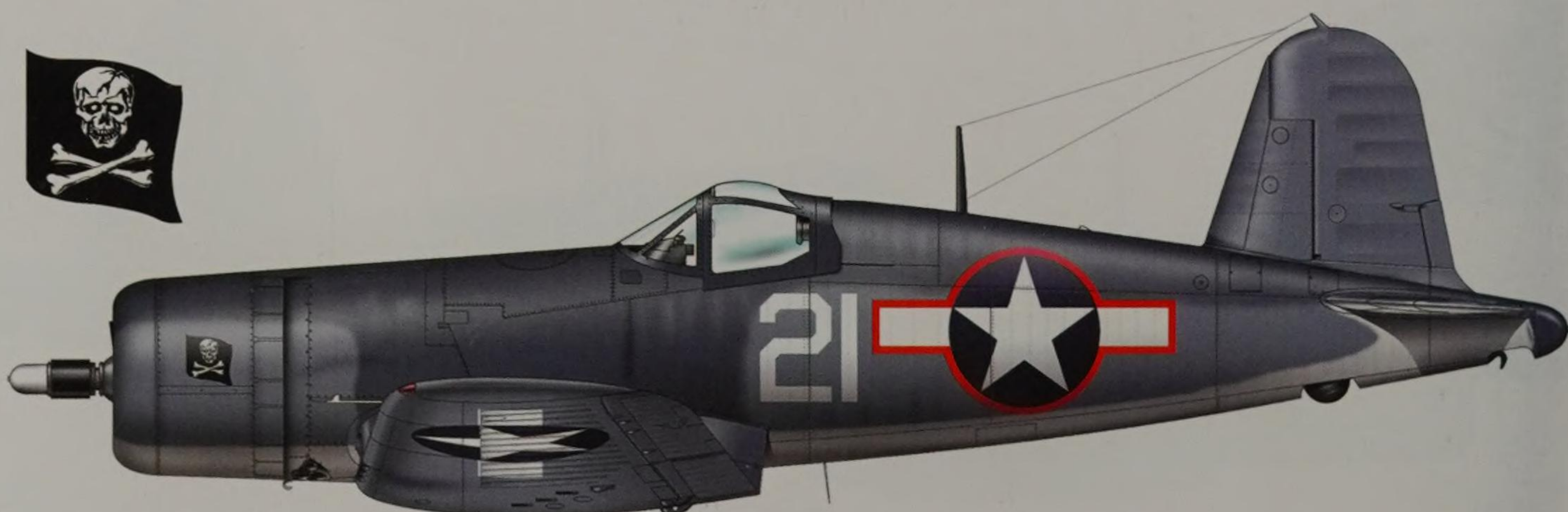
Vought F4U-1A Corsair, "1" (BuNo.17649) "Big Hog", flown by Lt Cdr John T. Blackburn, CO VF-17, Ondonga, November 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. Code and name on fin in white; outline of national marking on fuselage appears to have been retouched. Unit badge on cowling.



Vought F4U-1A Corsair, "9" "Lonesome Polecat", flown by Lt Merl W. Davenport, VF-17, Ondonga, November 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. White code and pilot's name below cockpit; black name on fin. Four victory markings below windscreen; standard national markings.



Vought F-4U-1A Corsair, BuNo. 17932, "34", flown by Lt Doris "Chico" Freeman, VF-17 USN. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. White codes; national markings outlined in red on fuselage sides, above port and below starboard wings. Unit badge on nose; personal marking on fin.



Vought F4U-1A Corsair, "21" of VF-17, summer 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. Markings carry a red outline on fuselage only, a modification introduced on 29 June 1943; Stars flanked by white bars (no blue outer border) are carried in all four wing positions. "Jolly Roger" marking on cowlings (both sides).



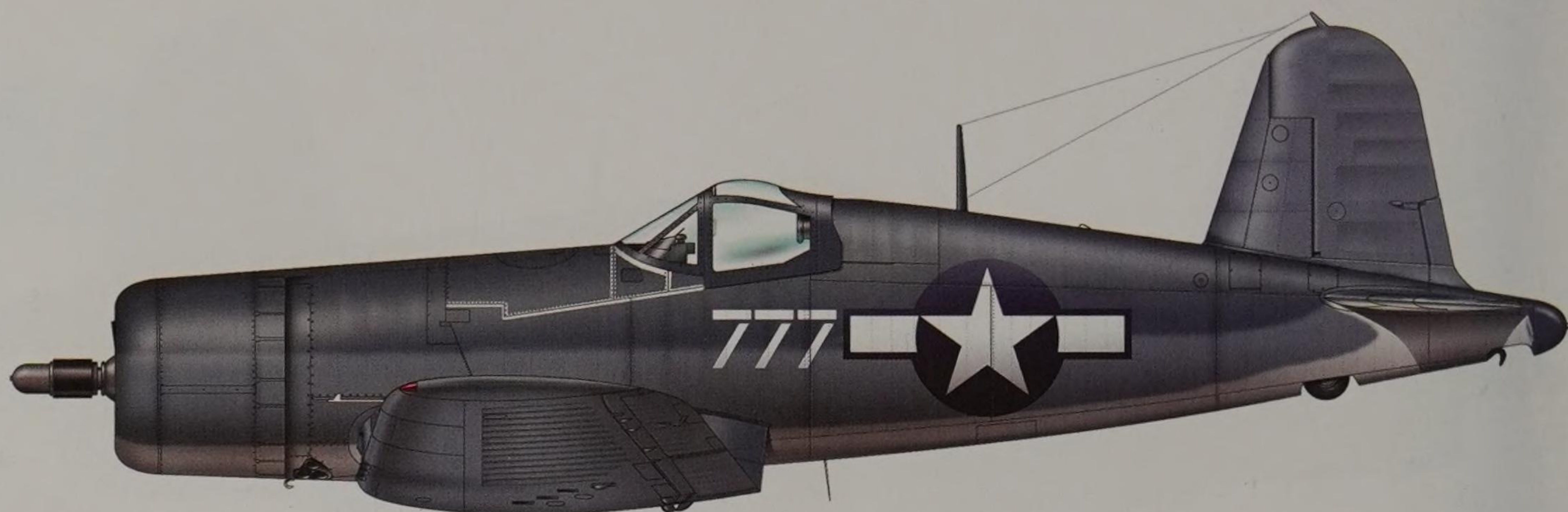
Vought F4U-1A Corsair, "86" (BuNo.18086) "Lulubelle", flown by Maj. Gregory "Pappy" Boyington, CO VMF-214, Vella-Lavella, late 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. Code in white, repeated in black on front main undercarriage doors; white name and 20 victory markings below windscreen.



F4U-1A, "29", flown by Lt. Ira "Ike" Kepford, VF-17 "Jolly Rogers", US Navy, Bougainville, March 1944. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. White codes; 15 victory markings beneath cockpit. Unit badge on engine cowling



Vought F4U-1A Corsair, known as "Ole 122", of VMF-111 "Devil Dogs", US Marines. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. Codes and bomb tally in white; propeller hub is red.



Vought F4U-1A Corsair, "777" (BuNo. 17777), flown by Lt Philip Cunliffe De Long, VMF-212, USMC, Vella-Lavella, November 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. White codes.



Vought F4U-1A Corsair, "722", (BuNo. 17722) flown by 1st Lt Phillip C. DeLong, VMF-212, Vella-Lavella, Autumn 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. White codes, with "22" in black repeated on front main undercarriage doors; national markings in standard position.



Vought F4U-1A Corsair, "740" (BuNo. 17740), flown by Maj. Gregory "Pappy" Boyington, CO VMF-214, Vella-Lavella, late 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. Code in white, with "40" repeated in black on front main undercarriage doors; standard national markings.



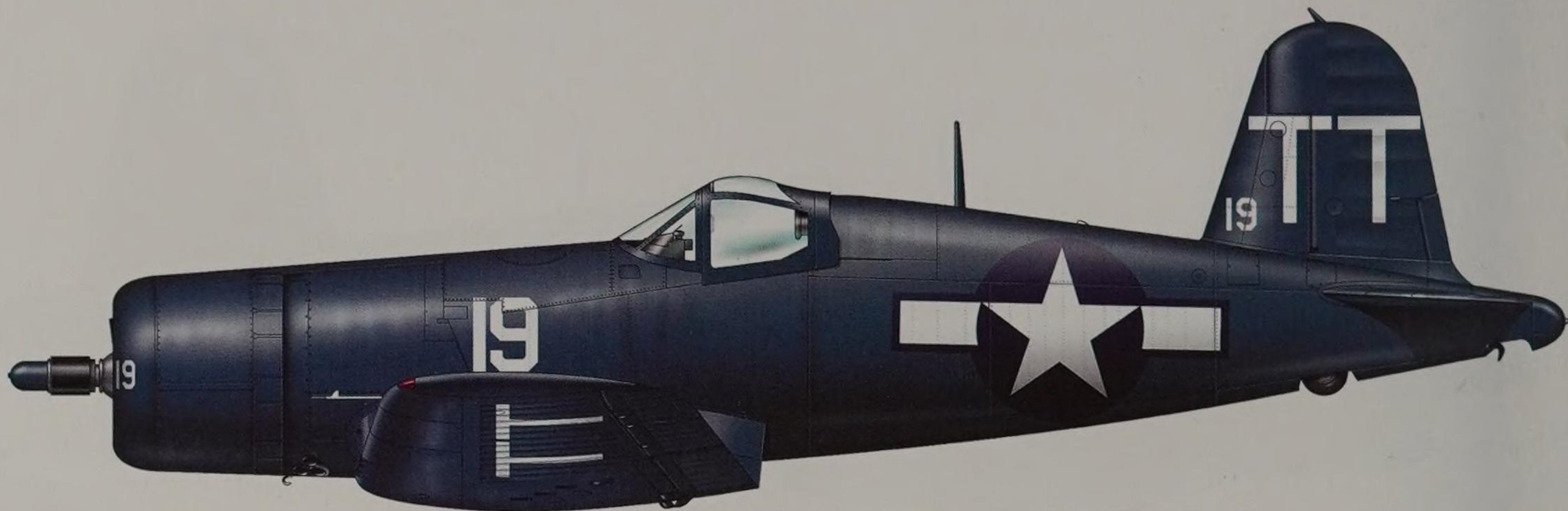
Vought F4U-1A Corsair, "883", flown by Maj. Gregory "Pappy" Boyington, VMF-214, USMC, Vella-Lavella, December 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. National markings with red outline in standard positions; code in white.



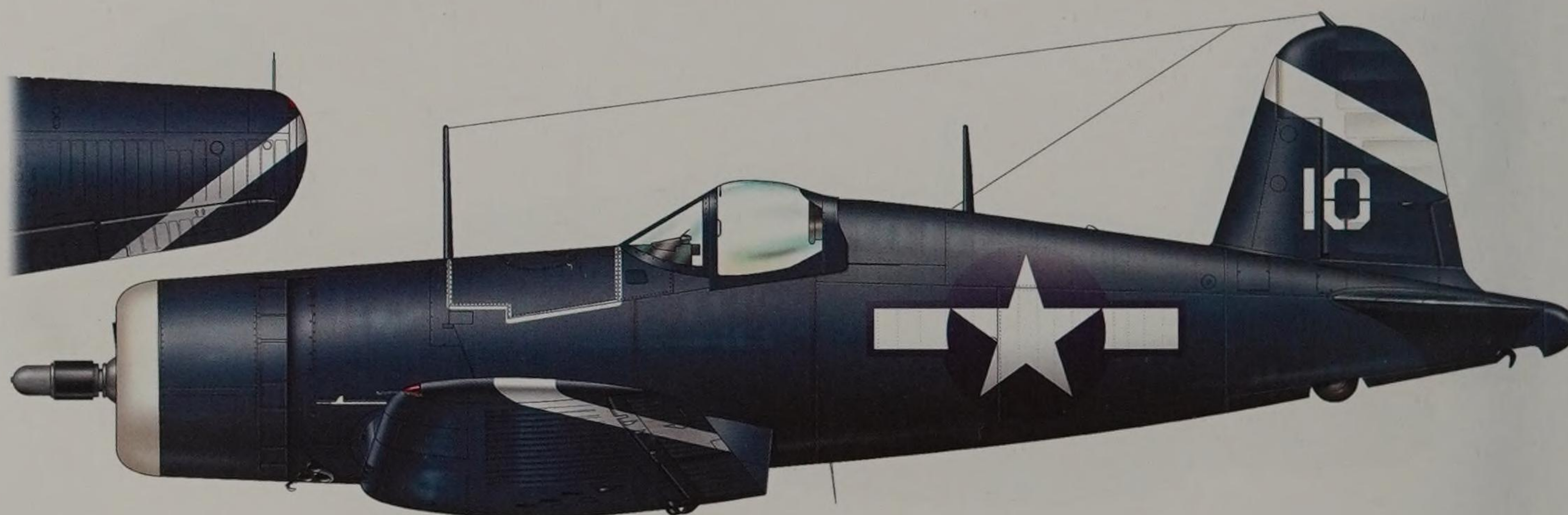
Vought F4U-1A Corsair, "042" (BuNo. 50042), flown by Lt J. J. O'Connell, VMF-321 "Hell's Angels", USS Kwajalein, 1943. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. Code and name below cockpit in white; white front of cowl, fin and rear fuselage tips. "42" in black on front main undercarriage doors.



Vought F4U-1A Corsair, "19", VMBF-231, late 1944. Glossy Sea Blue overall (ANA 623) with Non-Specular Sea Blue anti-dazzle panel (ANA 607); all lettering in white. National markings in standard positions; yellow propeller hub. Unit marking on forward fuselage.



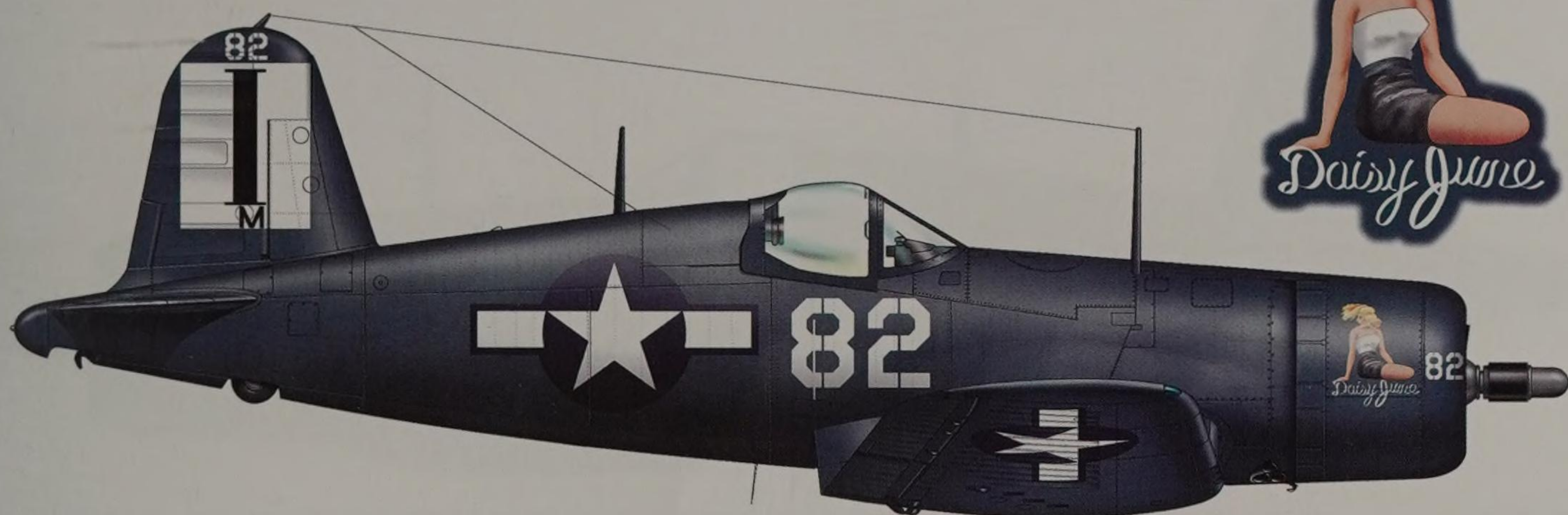
Vought F4U-1D Corsair, "19/TT", VMF-123, embarked on USS Bennington (CV-20), summer 1945. Sea Blue Gloss (ANA 623) overall with white codes and number. Stars and Bars repeated on upper port and underside starboard wings only. "TT" repeated under port and above starboard wings.



Vought F4U-1D Corsair, "10", VBF-6, USS Hancock, March 1945. Glossy Sea Blue (ANA 623) overall with national markings in standard positions; white angled band above starboard and below port wingtips. "10" and nose in white.



Vought F4U-1D Corsair, "26", VBF-10, USS Intrepid (CV-11), April 1945. Sea Blue Gloss overall (ANA 623) with all markings in white; standard national marking for the period. White lightning bolt below port wing actually refers to this aircraft's service on USS Shagari La; "26" repeated in white on front main undercarriage doors.



Vought F4U-1D Corsair, "82-I-M", "Daisy June", VMF-511, USS Block Island, July 1945. Sea Blue Gloss overall (ANA 623) with all lettering in white; white patch on fin/rudder with black "I" and "M" superimposed. National markings in standard positions; nose art is believed to be on this side only.



Vought F4U-1D Corsair, "643", flown by Lt Leroy E. Anheuser, VMF-122 "Ace of Hearts", 1945. Glossy Sea Blue overall (ANA 623) with white codes and fin panel; "Ace of Hearts" badge on engine cowling. "643" repeated on front main undercarriage doors.



Vought F4U-1D Corsair, "122", VMF-221, USS Bunker Hill (CV-17), March 1945. Sea Blue Gloss overall (ANA 623) with all markings in white; standard national markings. Orange-yellow front of engine cowling. Arrow marking repeated above starboard wing; "122" repeated on fin, "22" on front main undercarriage doors, all in white.



Vought F4U-1D Corsair, "FF59", VMF-351, USS Cape Gloucester, summer 1945. Glossy Sea Blue overall (ANA 623) with white panel on rear fuselage; vertical bands and code in yellow. Standard national markings.



Vought F4U-2 Corsair, "212", flown by Cpt Howard W. Bollman, VMF(N)-532, Kagman Field, Saipan, spring 1944. Non Specular Blue Gray (FS.35042) upper surfaces and folding area of wing undersides; remaining undersurfaces in Light Gray (FS.36440). Code in black; star national markings in six positions, with those on fuselage sides modified with white bar (no outline).



Vought F4U-2 Corsair, "201", "Shirley June", flown by Maj. E.H. Vaughn, VMF(N)-432, Roi Island, 1944. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. Code in black, names on nose and below cockpit in white.



Vought F4U-4 Corsair, "059" (Bu.No.81003), VMF-225, Cleveland (Ohio), September 1946. Glossy Sea Blue (ANA 623) overall with national markings (in standard positions) in white only; all lettering in white, with "059" repeated above starboard and below port wings. Propeller hub is white with red spiral.



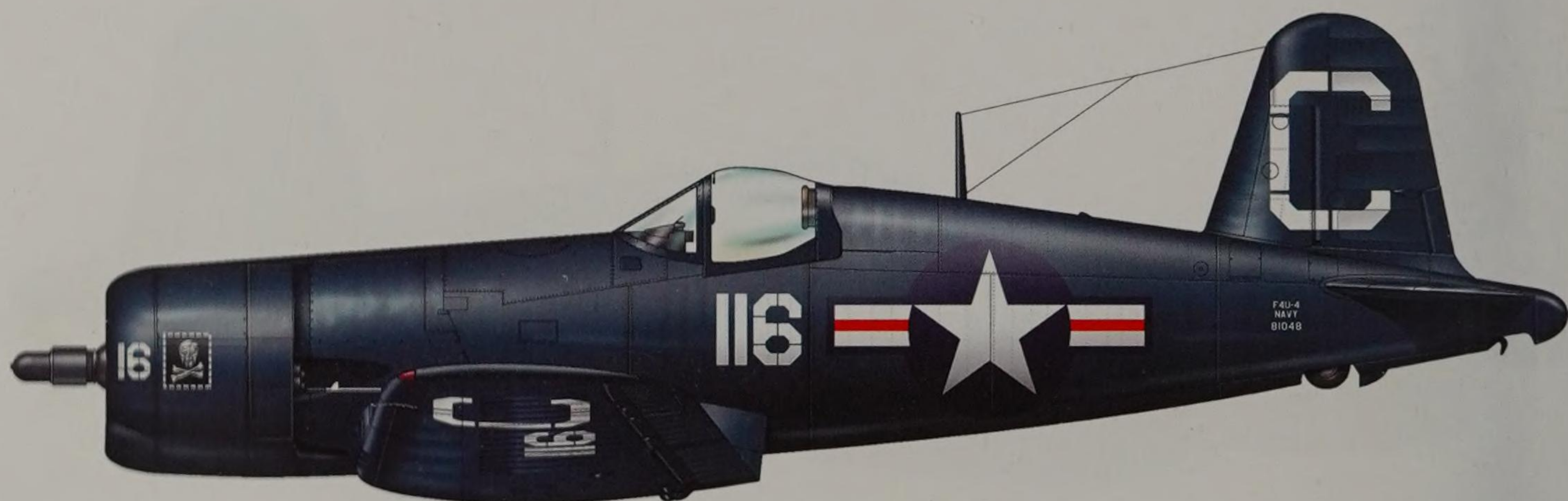
Vought F4U-4 Corsair, "317-C" (Bu.No.80887), VF-22, USS Coral Sea, 1948. Glossy Sea Blue overall (ANA 623) with all lettering in white; mid-blue propeller hub, wingtips and tip of rudder. National markings in standard positions; "317C" in white above starboard and below port wings. Unit badge on nose.



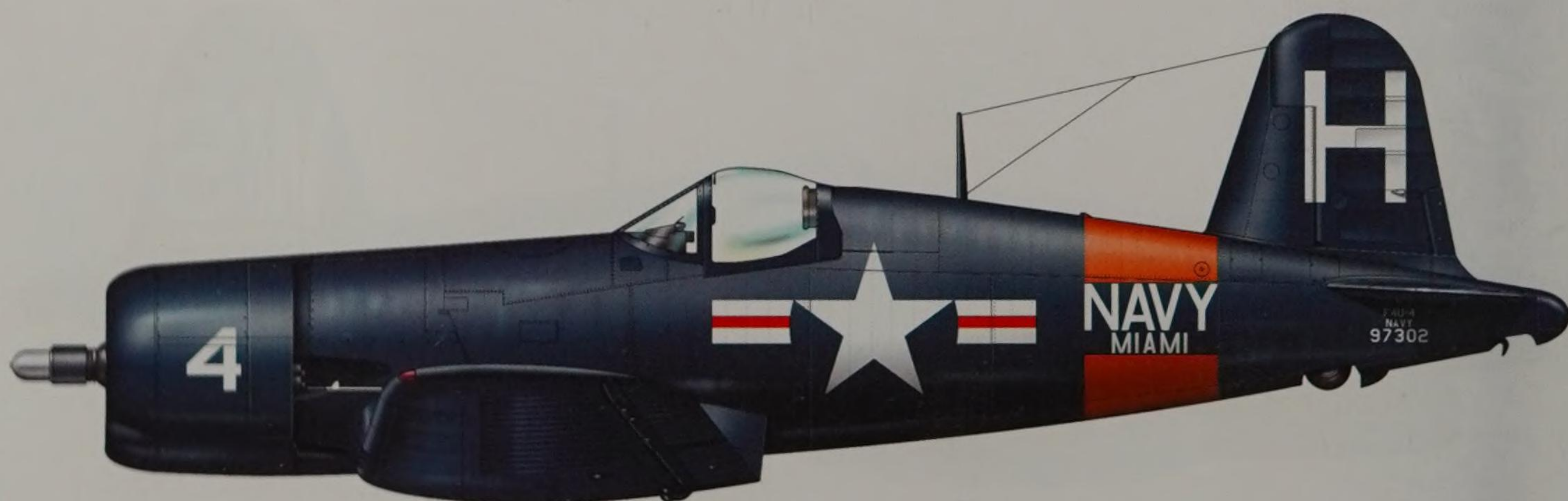
Vought F4U-4 Corsair, "5-WS", VMF(N)-513 "Flying Night Mares", 1948. Sea Blue Gloss (ANA 623) overall with all lettering in white; "5-WS" repeated below port and above starboard wings. National markings in standard positions; US Marine Corps badge on cowl.



Vought F4U-4 Corsair "412-T" (Bu.No.80846), VF-14, Naval Air Station Jacksonville (Florida), summer 1949. Glossy Sea Blue overall (ANA 623) with all lettering in white; yellow propeller hub and rudder tip. National markings in standard positions; "T" in white on rudder. Unit badge on forward fuselage.



Vought F4U-4 Corsair, "116-C" (Bu.No.81048), VF-61, USS Midway, 1949. Glossy Sea Blue Gloss overall (ANA 623) with all lettering in white; standard national markings. "116C" repeated below port and above starboard wings; "16" repeated on front main undercarriage doors.



Vought F4U-4 Corsair, "4-H" (Bu.No.97302), Miami Naval Air Station, US Navy Reserve. Sea Blue Gloss (ANA 623) overall with orange rear fuselage band; all lettering in white. Natural metal propeller hub; national markings in standard positions.



Vought F4U-4 Corsair, "77-F" (Bu.No.81667), NRAB Oakland Reserve, USN, 1949. Sea Blue Gloss overall (ANA 623) with all lettering in white; International Orange band around rear fuselage. "7F" repeated above starboard and below port wings; national markings in standard positions.



Vought F4U-4 Corsair, "310-B", VF-193 "Ghostriders" USS Princeton (CV-37), 1951. Glossy Sea Blue (ANA 623) overall with all lettering and numbers in white; light blue trim to rudder, rear fuselage and wingtips. National markings in white/red only in standard positions; "310B" repeated below port and above starboard wings. Unit badge below windscreen; white mission markings on front fuselage.



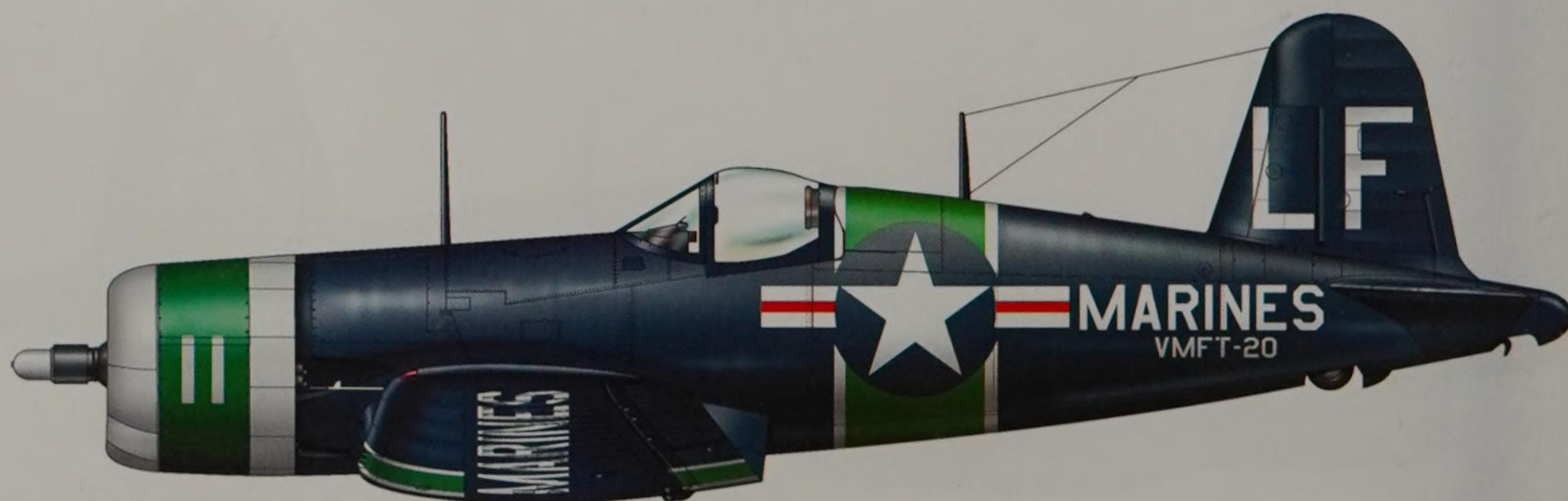
Vought F4U-4 Corsair, "403-A", "Sweet Sue", VF-884, USS Boxer, Korea, summer 1951. Glossy Sea Blue (ANA 623) overall with Non-Specular Sea Blue anti-dazzle panel (ANA 607); all lettering in white. Yellow trim to top of rudder and propeller hub; "403" repeated on front main undercarriage doors. Name and mission markings in white.



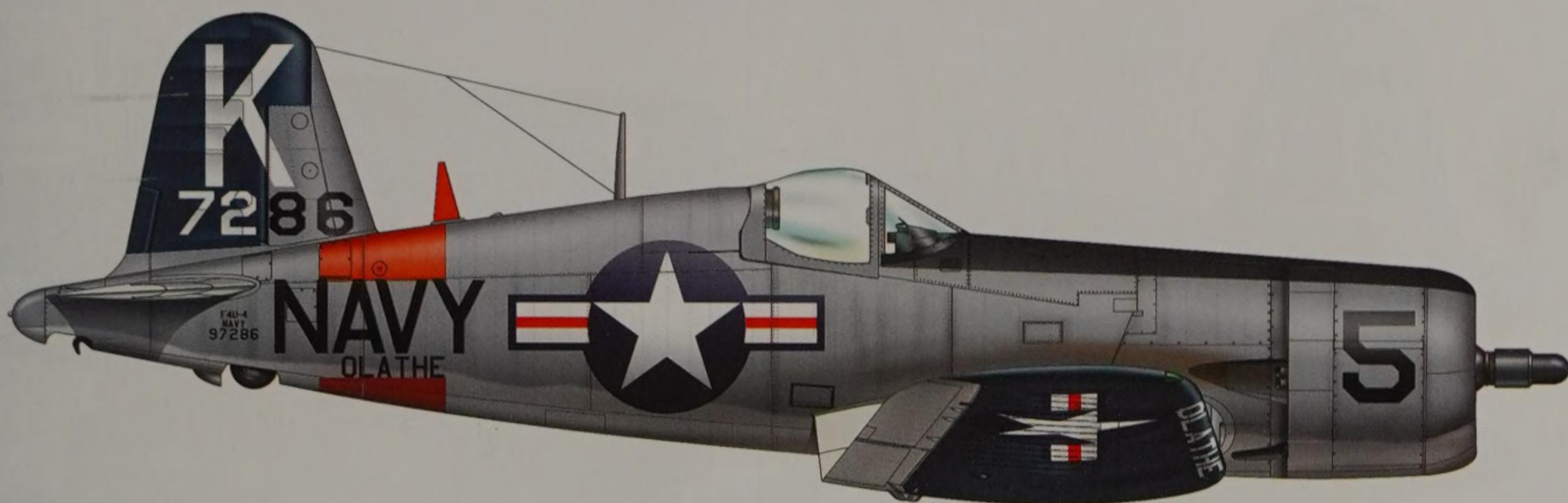
Vought F4U-4 Corsair, "413-A" (Bu.No.80788), VF-884, USS Boxer, Korea, summer 1951. Glossy Sea Blue overall (ANA 623) Non-Specular Sea Blue anti-dazzle panel (ANA 607); all lettering in white. Yellow trim to top of rudder and propeller hub; "413" repeated on front main undercarriage doors.



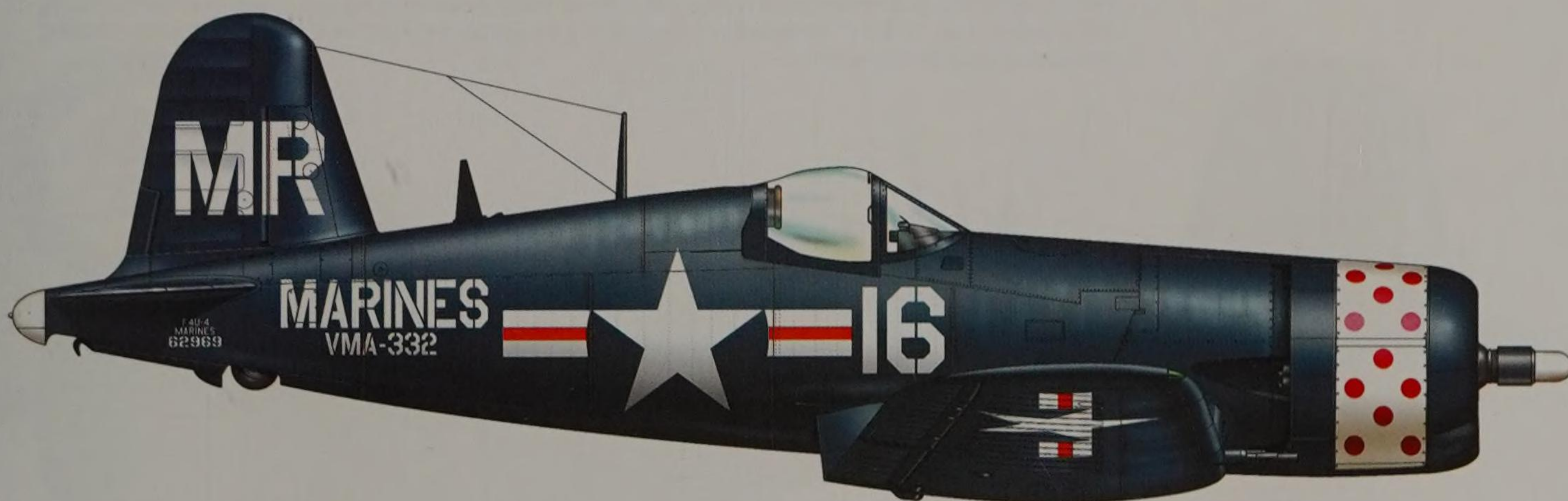
Vought F4U-4 Corsair, "22-WE" (Bu.No.63008), VMF-214 "Black Sheep", USMC, Pohang (Korea), 1951. Glossy Sea Blue (ANA 623) overall with all lettering in white; standard national markings. Unit badge on engine cowling.



Vought F4U-4 Corsair, "11-LF", VMFT-20, MCAS Cherry Point, 1952. Glossy Sea Blue (ANA 623) overall with all lettering in white; standard national markings. Green/white trim to engine cowling, fuselage and wings; "Marines" repeated below port wing; 11LF repeated above starboard wing.



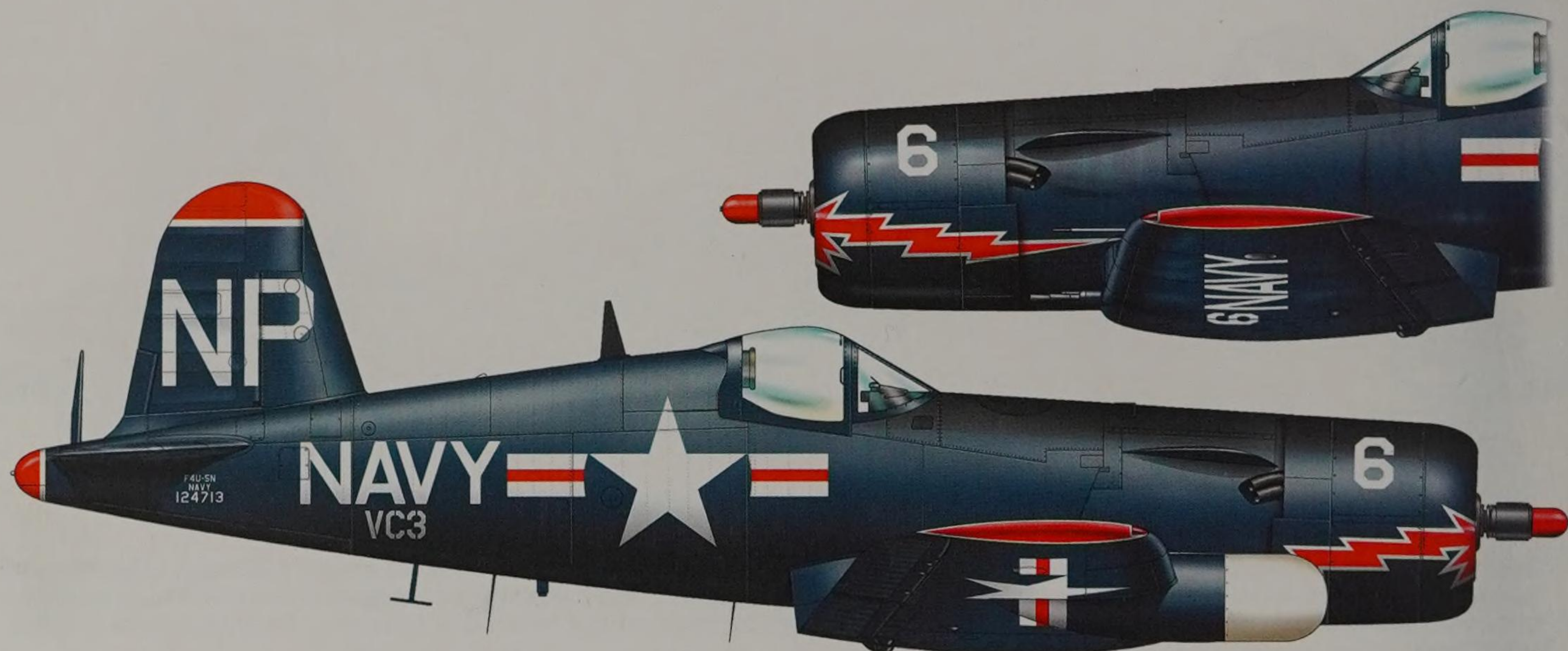
Vought F4U-4 Corsair, "7286-K", Naval Air Station Olathe (Kansas). Dark Gull Gray (ANA 621) upper surfaces with Insignia White (ANA 601) undersides; black anti-dazzle panel. Rudder and folding sections of the wings in black (above and below); all horizontal moving control surfaces are in Insignia White. International Orange rear fuselage band; all lettering in black, except for those on black areas which are in white. Standard national markings. Note "Olathe" repeated in white below wings along leading edge.



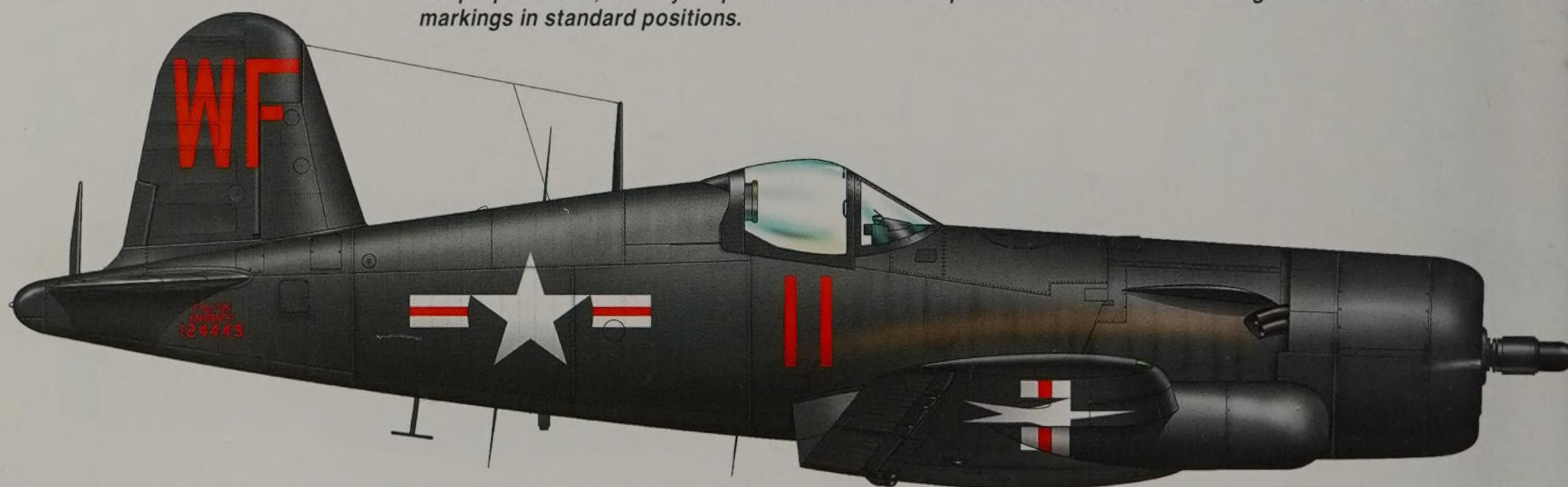
Vought F4U-4B Corsair, "16-MR" (Bu.No.62969), VMA-332, USS Bairoko (CVE-115), Korea, July 1953. Glossy Sea Blue overall (ANA 623) with all lettering in white. White band around engine cowling with red polka dots; white tail cone and propeller hub. Standard national markings; "16MR" repeated above starboard wing.



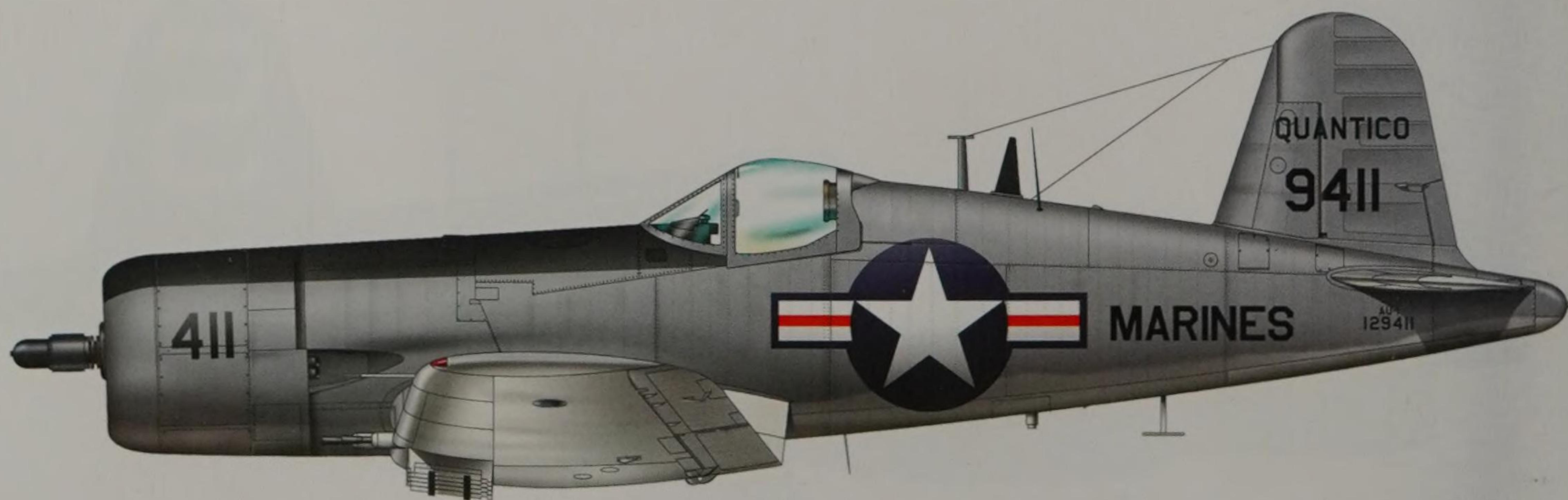
Vought F4U-4B Corsair, "302-S" (Bu.No.97473), VF-53, USS Essex, operating off the Korean coast, February 1952. Glossy Sea Blue (ANA 623) overall with Non-Specular Sea Blue anti-dazzle panel (ANA 607); all lettering in white. Mid-blue propeller hub and rudder tip; "302S" repeated in white above starboard and below port wings. National markings in standard positions.



Vought F4U-5N, "6-NP" (BuNo.124713), VC-3 USN, 1954. Glossy Sea Blue (ANA 623) overall with black anti-dazzle panel; red/white trim to rudder top, rear fuselage cone and wingtips. Red/white flash on nose, red propeller hub; "6Navy" repeated in white below port and above starboard wings. Red/white national markings in standard positions.



Vought F4U-5N Corsair, "11-WF" (BuNo.124449), VMF(N)-513, Kunsan (Korea), 1952. Flat black overall with all lettering in red; national markings in standard positions.



Vought AU-1 Corsair, 9411 (BuNo.129411), AES-12 (Aircraft Engineering Squadron), US Marine Corps Air Station Quantico (Virginia). Dark Gull Gray (ANA 621) upper surfaces with Insignia White (ANA 601) undersides; all moveable control surfaces (except rudder) in Insignia White. Black anti-dazzle panel; all lettering in black. National markings in standard positions.



Vought AU-1 Corsair, "10-LD" (Bu.No.129359), "Miss Penny", VMA-212 "Lancers" USMC, K-47 (Korea), summer 1952. Glossy Sea Blue overall (ANA 623) with matt black anti-dazzle panel; all lettering in white. Standard national markings in white/red with "Marines" repeated above starboard wing and below port wing; white flash along forward fuselage. Name "Miss Penny" in white on engine cowling.



Vought AU-1 Corsair, "24-WS" (Bu.No. 129401), VMA-323, Chin-Chan (Korea), July 1952. Sea Blue Gloss overall (ANA 623) with all lettering in white; national markings in standard positions. Unit badge below windscreen.



Goodyear FG-1 Corsair, "143", "Blue Baron", VMF-122, October 1944. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. White fin panel and fuselage code. National markings in standard positions; name on nose in white.



Goodyear FG-1D (F4U-1D) Corsair, "49", VMF-312 (2nd Marine Division), Kadena. Glossy Sea Blue (ANA 623) overall with Red/White cheques on cowling and rudder. Standard Stars and Bars on upper port and lower starboard wings only; spinner is natural metal.



Goodyear NFG-1D Corsair, "50-UF" (Bu.No. V-92286), VF-76A, NAS St Louis (Missouri), April 1948. Glossy Sea Blue overall (ANA 623) with International Orange rear fuselage band; all lettering in white. Standard national markings; "50" repeated on front main undercarriage doors. "UF" repeated in white below port and above starboard wings.



Vought Corsair I, JT162/6A, No. 1830 Naval Air Squadron FAA, the first unit to be formed on this type at Quonset Point in June 1943. US colours of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; standard national markings. Code in white over a patched up area of the camouflage, serial block in black.



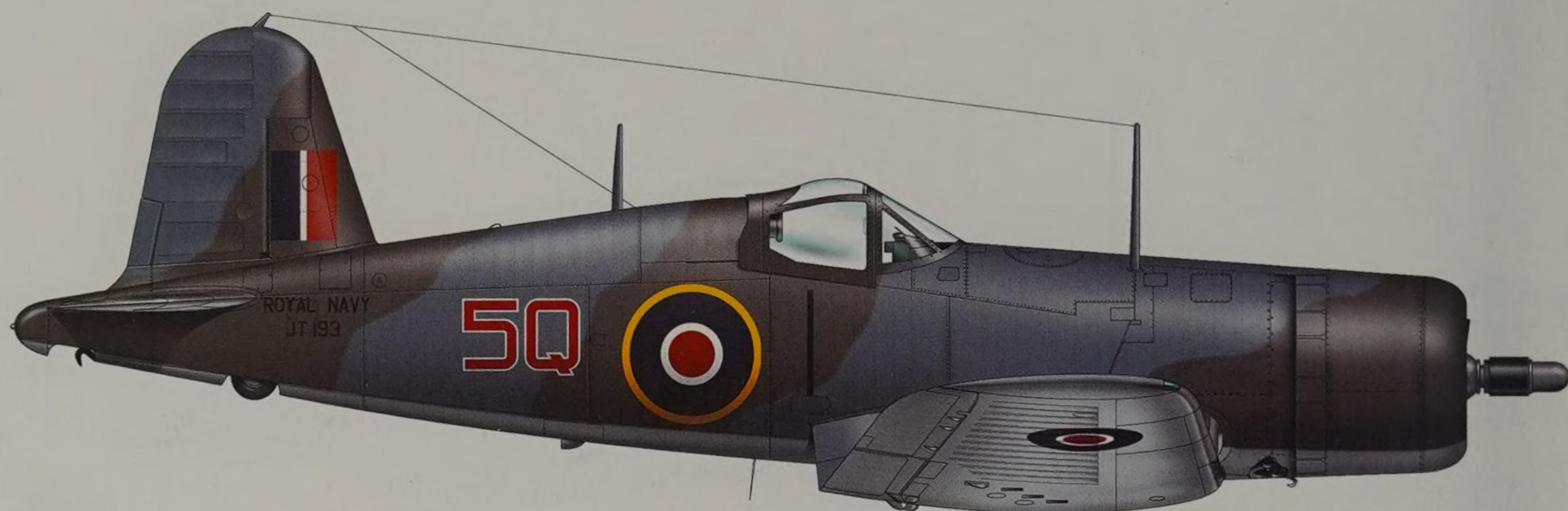
Vought Corsair I, JT158/9L, No. 1834 Naval Air Squadron FAA, Quonset Point, July 1943. US colours of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; "C1" roundels on fuselage sides, "B" type above wings. Code red, outlined white; serial block in black.



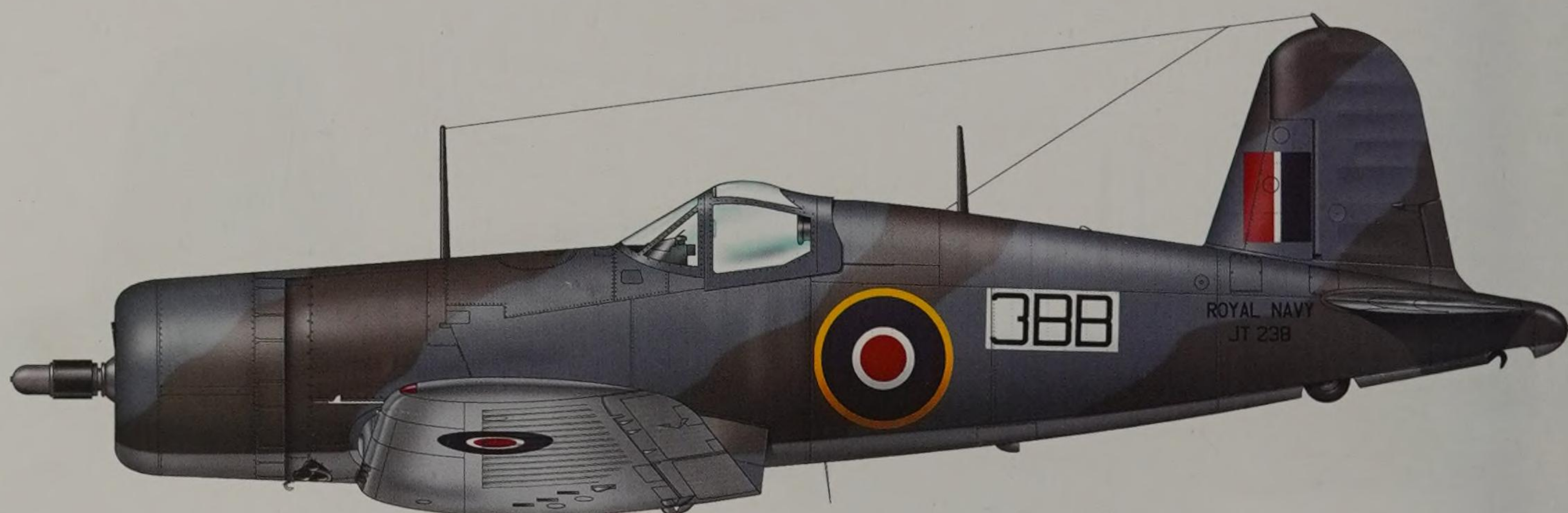
Vought Corsair I, JT150/5F of No. 1835 Naval Air Squadron, FAA, Brunswick, Maine, September 1944. US colours of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; "B" type roundels above wings, "C" type below and "C1" fuselage roundels. Serial block in black, code in red, outlined white.



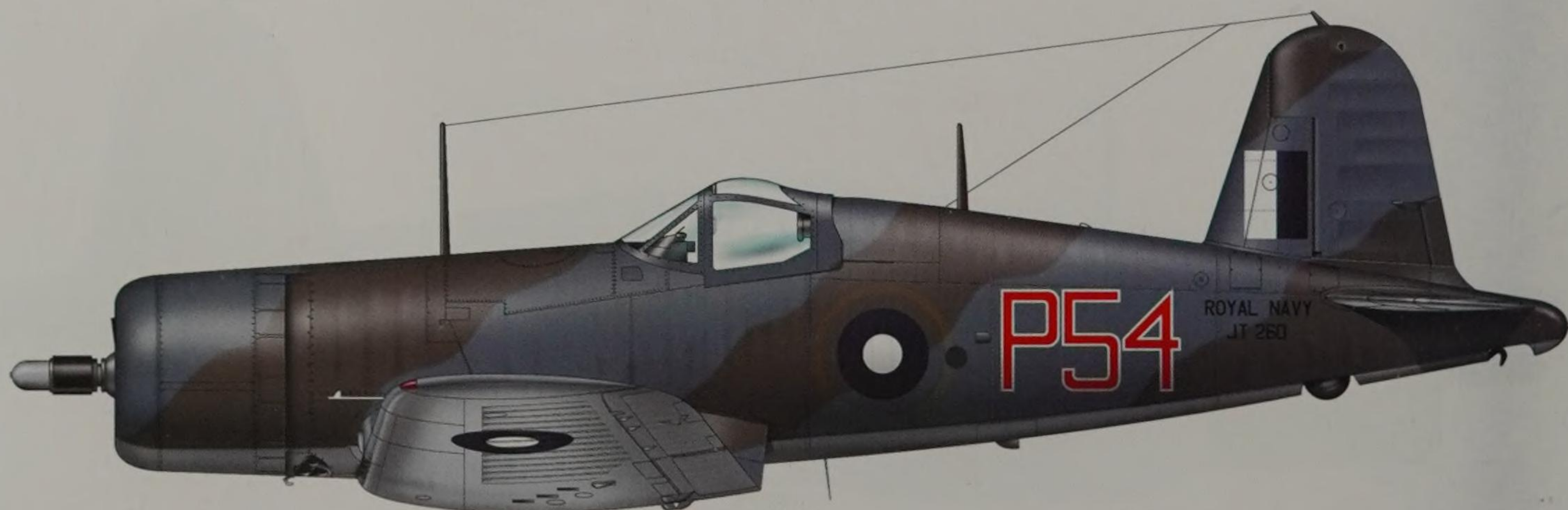
Vought Corsair I, JT145/5A of No. 1835 Naval Air Squadron, FAA, Brunswick, Maine, September 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; "B" type roundels above wings, "C" type below and "C1" fuselage roundels. Serial block in black, code in red, outlined white.



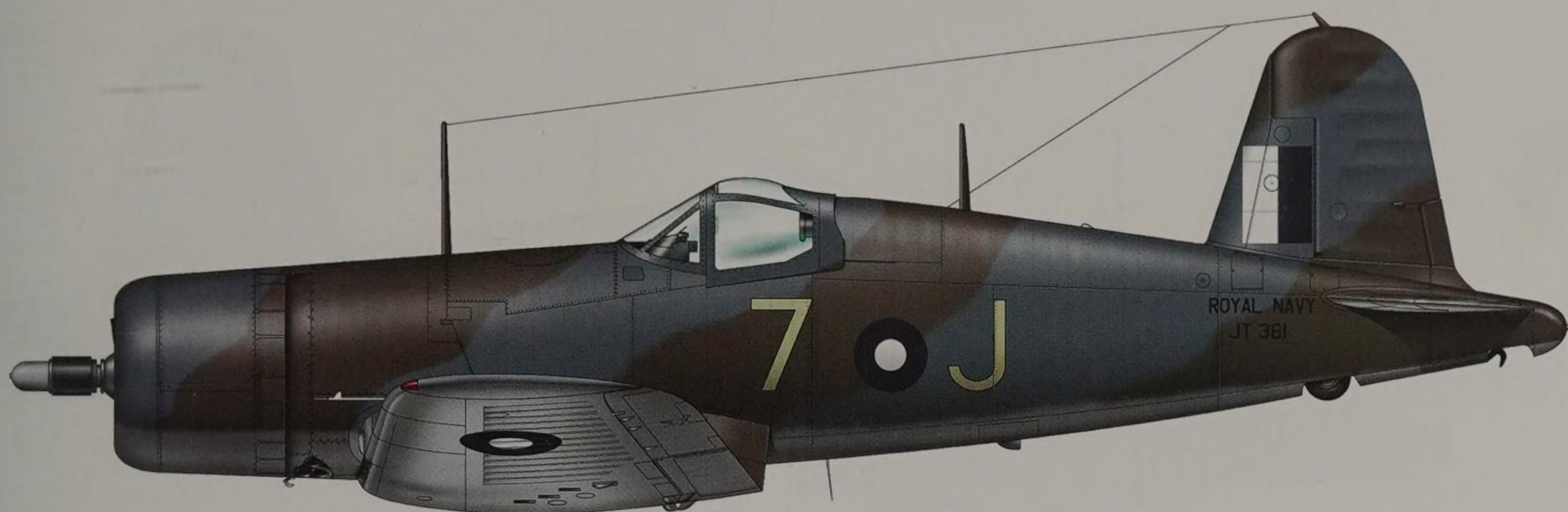
Vought Corsair I (with blown/framed canopy), JT193/5Q, No. 1835 Naval Air Squadron, embarked on USS Charger, summer 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; codes in red/white. Standard national markings; serial block in black. "Q" repeated in black on front main undercarriage door. Crashed on deck of USS Charger by Plt Ens J Roberts.



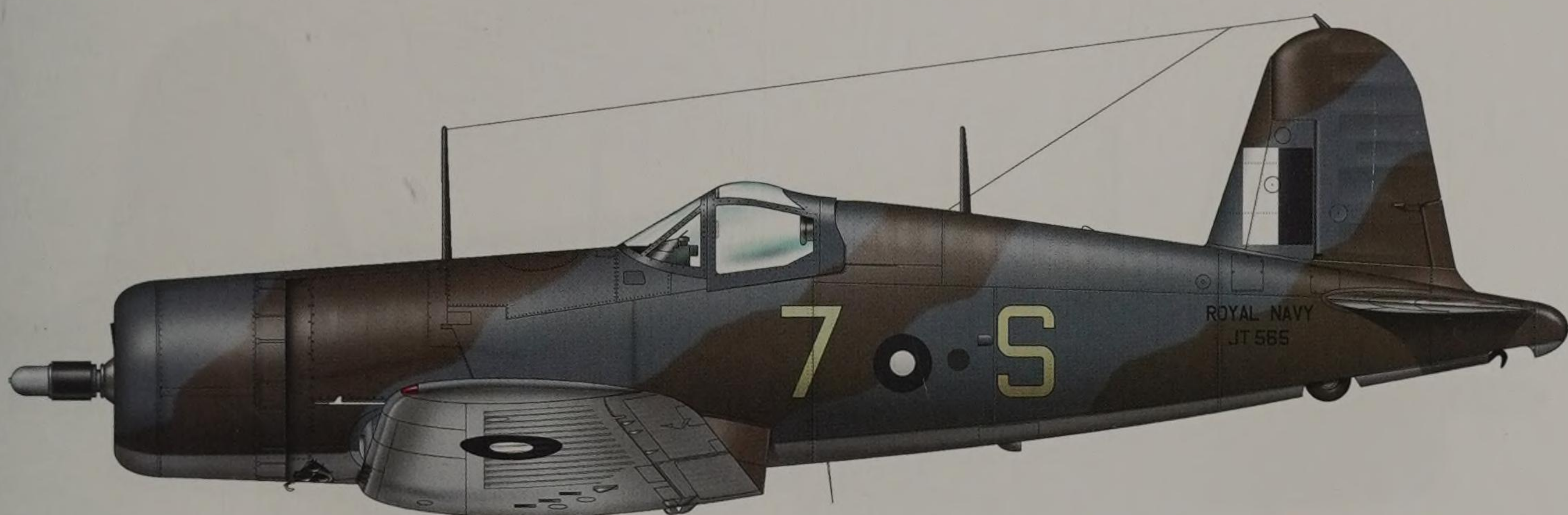
Vought Corsair II, JT238/3BB No. 738 Naval Air Squadron FAA, 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; standard national markings. Code in black over a white base; serial block in black.



Vought Corsair II, JT260/P54, No. 757 Naval Air Squadron FAA, embarked on HMS Unicorn, June 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; colors are extremely faded and weathered. Blue/White roundels in six positions. Note overpainted C1 roundels on fuselage sides overpainted but still faintly visible.



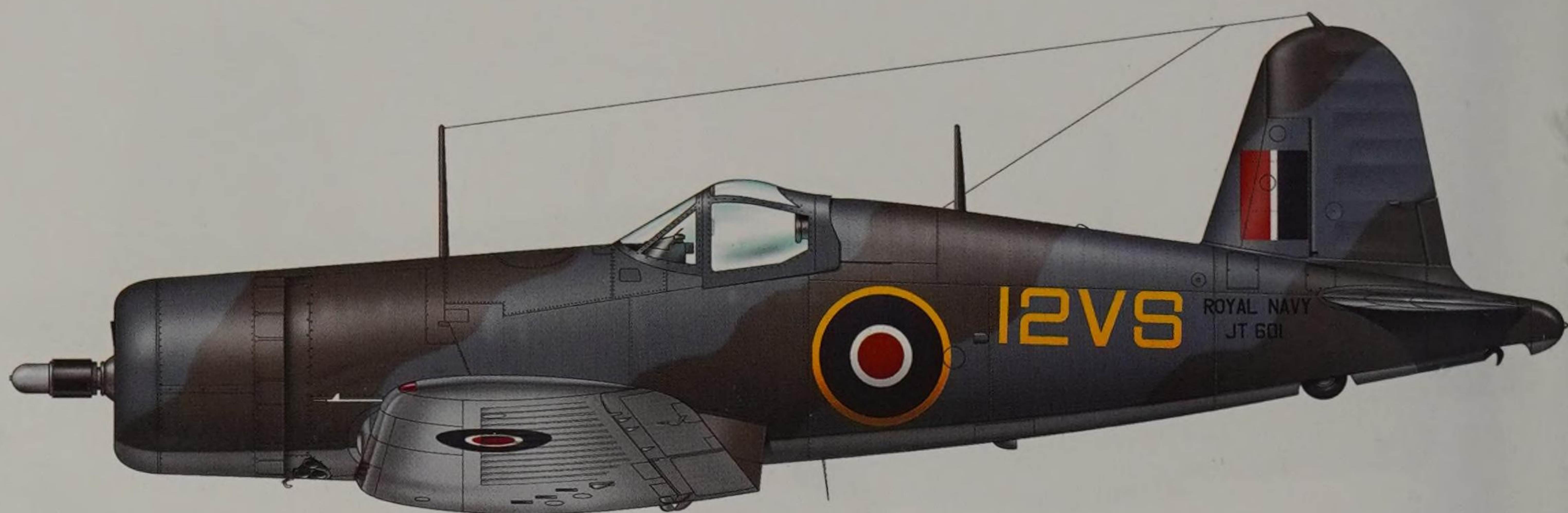
Vought Corsair II , JT361/7-J, flown by Lt Cdr PN Charlton, No. 1834 Naval Air Squadron, Fleet Air Arm, HMS Victorious, August 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; Blue/White roundels in six positions; serial in black, codes "7-J" are in Sky outlined in black.



Vought Corsair II (F4U-1A), JT565/7-S, No. 1834 Naval Air Squadron, Fleet Air Arm, HMS Victorious, summer 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; Blue/White roundels in six positions; serial in black, codes "7-S" are in Sky outlined in black.



Vought Corsair II, JT320/5W, No. 1835 Naval Air Squadron, embarked on USS Charger, summer 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; codes in red/white. Standard national markings; serial block in black. "W" repeated in black on front main undercarriage doors. Aircraft destroyed during ferry due to landing accident on USS Charger by Sub Lt CH Singleton, RNVR.



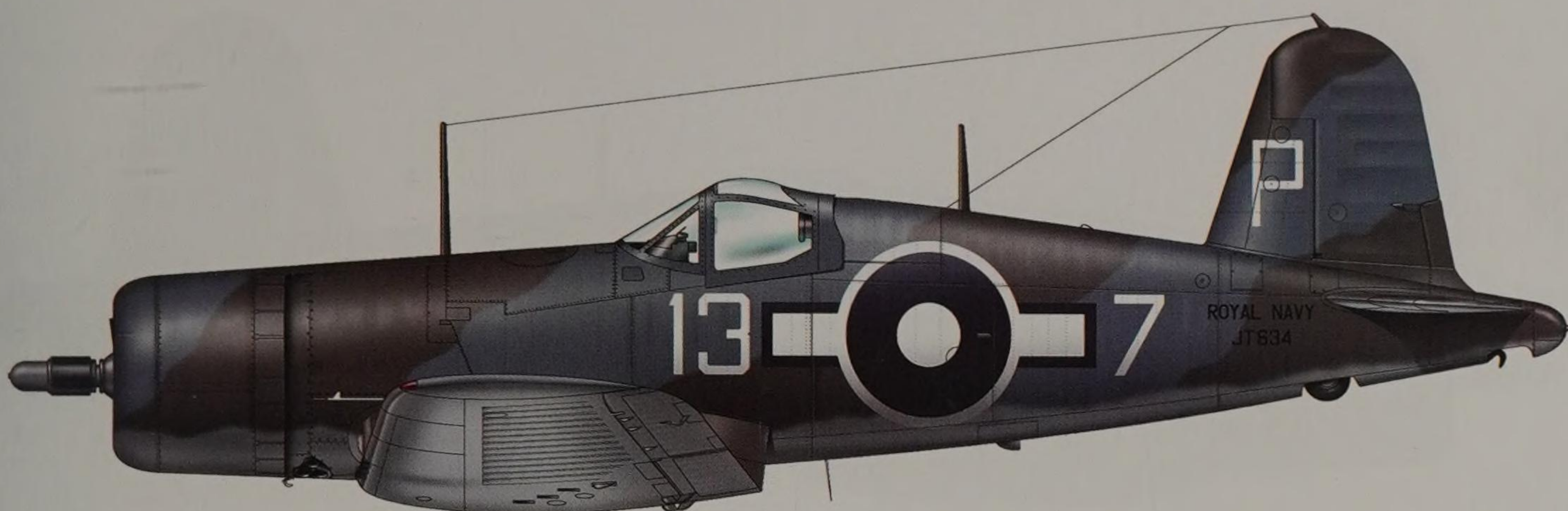
Vought Corsair II, JT601/12VS, No. 1848 Naval Air Squadron, FAA, Machrilhanish, 3 November 1944. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; codes in yellow, serial block in black. Standard national markings. Unit disbanded on 21 November 1944, less than 3 weeks after its arrival, re-equipped with Corsairs.



Vought Corsair II, JT410/T8H, flown by Sub Lt DJ Sheppard, No. 1836 Naval Air Squadron FAA, HMS Victorious, Sumatra, January 1945. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; codes in white. Blue/white markings in standard positions; serial block in black. Canadian pilot Lt. D.J. Sheppard (RCNVR) scored four of his kills flying this aircraft.



Vought Corsair II, JT427/TRH, flown by Lt Col RC Hay, Royal Marines, commanding 47th Wing (1834NAS & 1836NAS), HMS Victorious, Java, 1945. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; blue/white roundels in six positions. Codes in white, serial block in black with "R" in black repeated on mainwheel front doors.



Vought Corsair II, JT634/13-7-P, No. 1834 Naval Air Squadron, FAA, HMS Victorious, May 1945. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; Pacific Fleet markings on both fuselage sides, upper port and under starboard wings in blue and white; code on fin in white, serial block in black.



Vought Corsair II, JT537/36-1-P, flown by Sub Lt DJ Sheppard, No. 1836 Naval Air Squadron, FAA, HMS Victorious, Okinawa, May 1945. US colors of ANA 613 Olive Drab and ANA 603 Blue Gray upper surfaces with ANA 602 Light Gray undersides; codes in white, serial block in black. Pacific Fleet markings on fuselage sides, above port and below starboard wings.



Vought Corsair III, JS479/Q-BH2 of No. 718 Squadron FAA, Ballyhalbert, 1945. Typical USN finish of top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. Yellow codes aft of the roundel over a patch of blue.



Vought Corsair III, JS636/Y2F, flown by Sub Lt Parker, No. 759 Naval Air Squadron, FAA, Yeovilton, September 1945. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; codes are yellow, standard "B" type roundels above wings. Serial block in black, area underneath "2F" of the code appears to have been retouched.



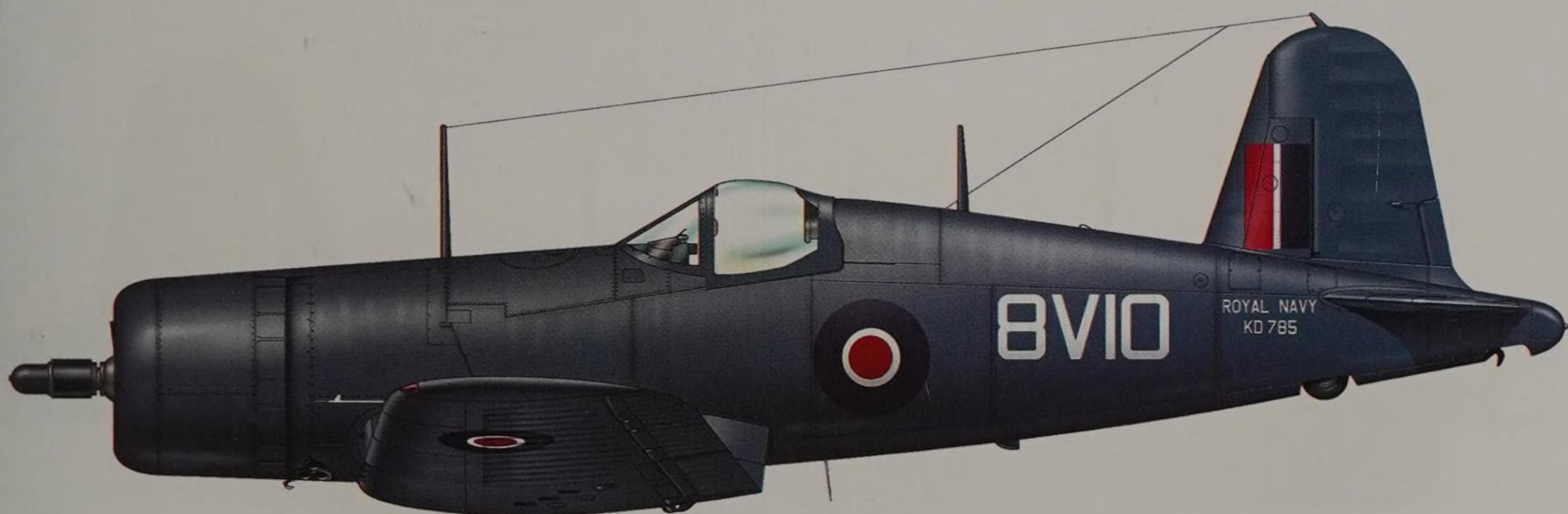
Vought Corsair III, JS853/E-3S, No. 731 Naval Air Squadron, FAA, East Haven, 1945. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky undersides; spinner is Sky, codes in yellow. Black serial block.



Vought Corsair IV, KD224/135, No. 1842 Naval Air Squadron, FAA, HMS Formidable, 1945. Sea Blue (ANA 607) overall with all lettering and numbers in white; blue/white Pacific Fleet markings on fuselage sides, above port and below starboard wing.



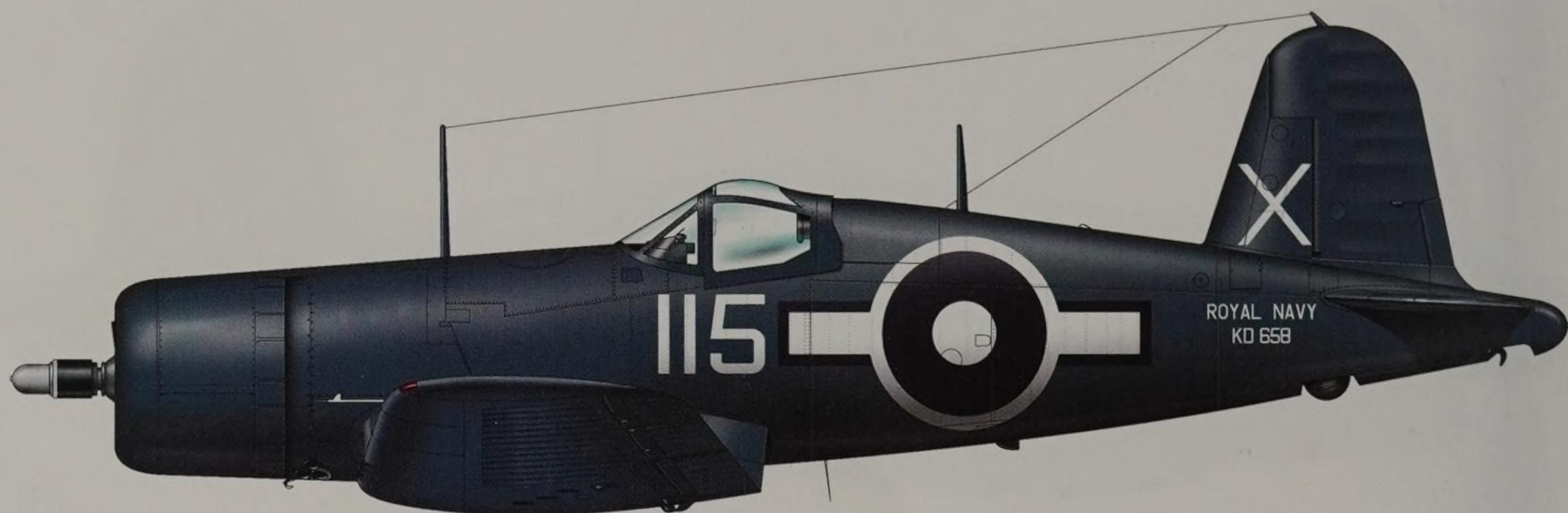
Vought Corsair IV, KD336/116, No. 1841 Naval Air Squadron, FAA, HMS Formidable, 1945. Sea Blue (ANA 607) overall with all codes and lettering in white; blue/white Pacific Fleet markings on fuselage sides, above port and below starboard wings.



Vought Corsair IV, KD785/8V10, No. 1852 Naval Air Squadron, FAA, 1945. Sea Blue (ANA 607) overall with all lettering and numbers in white; "C" type roundels in six positions.



Vought Corsair IV, KD748/4V11 of No. 1853 Squadron, 1945. Sea Blue (ANA 607) overall with "C" type roundels in six positions; all lettering and numbers in white.



Vought Corsair IV, KD658/115-X, flown by Lt Robert Hampton "Hammy" Gray, DSC, RCNVR, No. 1841 Naval Air Squadron, FAA, HMS Formidable, 1945. Sea Blue Gloss 9ANA 623) overall with all lettering and numbers in white; Pacific Fleet markings on fuselage sides, above port and below starboard wings. Lt Gray was awarded the Victoria Cross for sinking a Japanese destroyer at Onagawa Wan on 9 August 1945.



Vought Corsair IV, KD206/R6S of No. 1851 Squadron FAA, HMS Venerable seen at Hal Far, Malta, in April 1945. Sea Blue Gloss (ANA 623) overall, with "C" roundels in six positions; all lettering and numbers in white.



Vought Corsair IV, KD230/D, No. 1835 NAS, HMS Premier, August 1945. Sea Blue Gloss (ANA 623) overall with all lettering and numbers in white; "C1" type roundels on fuselage sides, "C" type above and below wings.



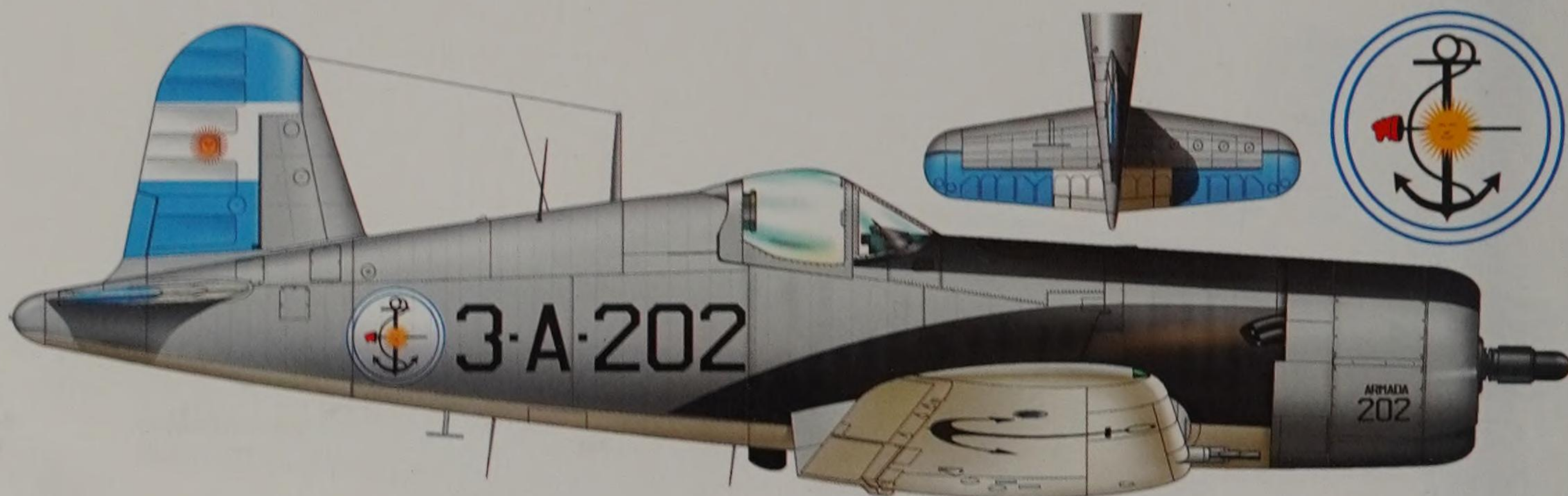
Vought Corsair IV, KD681/U7F of No. 1846, HMS Colossus, 1945. Sea Blue Gloss (ANA 623) overall with small SEAC blue/white markings in six positions; all lettering and numbers in white.



Vought Corsair IV, KD345/130-A of No. 1850 Squadron FAA, HMS Vengeance, August 1945. Sea Blue Gloss (ANA 623) overall with all lettering in white; yellow engine cowling. Pacific Fleet roundels on both fuselage sides, repeated on top of port wing and below starboard wing. "130" repeated on front undercarriage door, also in white. Note blown canopy.



Vought F4U-5N Corsair, 3-A-201 (BuNo,124705), 2a Escuadrilla Aeronaval de Ataque, Fuerza Aérea Argentina. Sea Blue Gloss (ANA 623) overall; white lettering, red propeller hub. Naval marking on fuselage sides, white anchor in four wing positions; note rudder colors repeated on moveable horizontal tail surfaces.



Vought F4U-5 Corsair, 3-A-202, 2a Escuadrilla Aeronaval de Ataque, Fuerza Aérea Argentina, early 1960s. Gull Gray upper surfaces with white undersides; black anti-dazzle panel and exhaust panel on fuselage sides. Black lettering. Naval marking on fuselage sides, black anchor in four wing positions; note rudder colors repeated on moveable horizontal tail surfaces.



Vought F4U-7 Corsair, 12.F.8 (Bu.No.133823), F.12, French Aéronavale, aboard the French carrier "Bois Belleau," Indochina, 1954. Blue Marine overall with all lettering in white; national markings in six positions. Light blue propeller hub; unit badge on fin in white.



Vought F4U-7 Corsair, 12.F.12 (Bu.No.133684), of 12F, French Aéronavale, November 1956. Blue Marine overall with all lettering in white; national markings in six positions. Yellow/black "Suez" bands around rear fuselage and wings; unit badge on fin. Propeller hub is light blue; although on standby during the Suez Operations, this aircraft did not take part in the action.



Vought F4U-7 Corsair, 14.F.9 (Bu.No.133660), F.14, French Aéronavale, aboard the French carrier "Arromanche", Egypt, November 1956. Blue Marine overall with all lettering in white; national markings in six positions. Yellow/black "Suez" bands around rear fuselage and wings; unit badge on fin.



Vought F4U-7 Corsair, 15.F.17 (Bu.No.133669), F.15, French Aéronavale, aboard the French carrier "La Fayette", Egypt, November 1956. Blue Marine overall with all lettering in white; national markings in six positions. Yellow/black "Suez" bands around rear fuselage and wings; unit badge on fin in white.



Vought F5U-5 Corsair, FH-609, flown by Maj. Soto, Fuerza Aérea Hondureña, "Soccer War", 1969. Glossy Sea Blue (ANA 623) overall with Medium Blue/White national markings on rudder and wingtips; black anti-dazzle panel ahead of cockpit. White "609" and three kill markings, two of which represent Salvadorian F4U-4s.



Goodyear FG-1D Corsair, Escuadron de Caza, San Miguel, Fuerza Aérea Salvadorena, "Soccer War", 1969. Hastily camouflaged upper surfaces in blotches of brown and two tones of green. Undersides in medium gray while the rudder was painted a darker gray. Yellow bands around nose, fuselage and wings (above and below). FAS roundel on fuselage sides, above port wing and below starboard wing; "FAS" in black above starboard wing and below port wing, and in white on fin.



Goodyear FG-1D Corsair, "207", Fuerza Aérea Salvadorena, "Soccer War", 1969. Note patched up appearance due to cannibalisation from other aircraft, including a camouflaged front cowling ring. Basic finish is in Sea Blue (ANA 6223) with yellow trim; lettering in white.



Vought F4U-1A Corsair, NZ5230/RK-V, No. 3 Servicing Unit, Royal New Zealand Air Force, Andmore, 1944. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas which are painted in Intermediate Blue; undersides of tailplane Insignia White. White front of cowling; yellow propeller hub. Black serial, white codes; national markings in six positions, those on fuselage bordered in yellow. Note underwing markings without blue outline to the bars.



Vought F4U-1A Corsair, NZ5420/02, No. 20 Squadron, Royal New Zealand Air Force, Jacquinot Bay, 1945. A very faded four-tone scheme: top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. Serial in black, code in yellow. National markings in six positions, with those on fuselage sides outlined in yellow; white propeller hub.



Vought F4U-1A NZ5255/55-C, No. 18 Squadron/No. 4 Servicing Unit, Royal New Zealand Air Force, Bougainville, June 1944. Top of wings and tailplane in Semi Gloss Sea Blue (ANA 606); fuselage sides in Non Specular Sea Blue (ANA 607) and Intermediate Blue (ANA 608) with undersides in Insignia White (ANA 601). Undersides of wings Insignia White with folding wing areas painted in Intermediate Blue; undersides of tailplane Insignia White. White code "C" on cowling, yellow "55" on rudder. National markings in six positions, with those on fuselage sides outlined in yellow; red propeller hub, black serial. "Donald Duck" marking on forward fuselage.



Vought F4U-1D Corsair, NZ5420/20, No. 3 Servicing Unit, Royal New Zealand Air Force, Jacquinot Bay, 1945. Sea Blue Gloss (ANA 623) overall with yellow cowling and individual code "20"; serial in black. National markings in six positions, with those on the fuselage outlined in yellow.



Vought F4U-1D Corsair, NZ5416/16, No. 3 Servicing Unit, Royal New Zealand Air Force, Jacquinot Bay, 1945. Sea Blue Gloss overall (ANA 623) with serial in black and code in yellow; national markings in six positions, those on fuselage sides having a yellow outline. Name "Tutae Wera" in yellow on starboard side only.



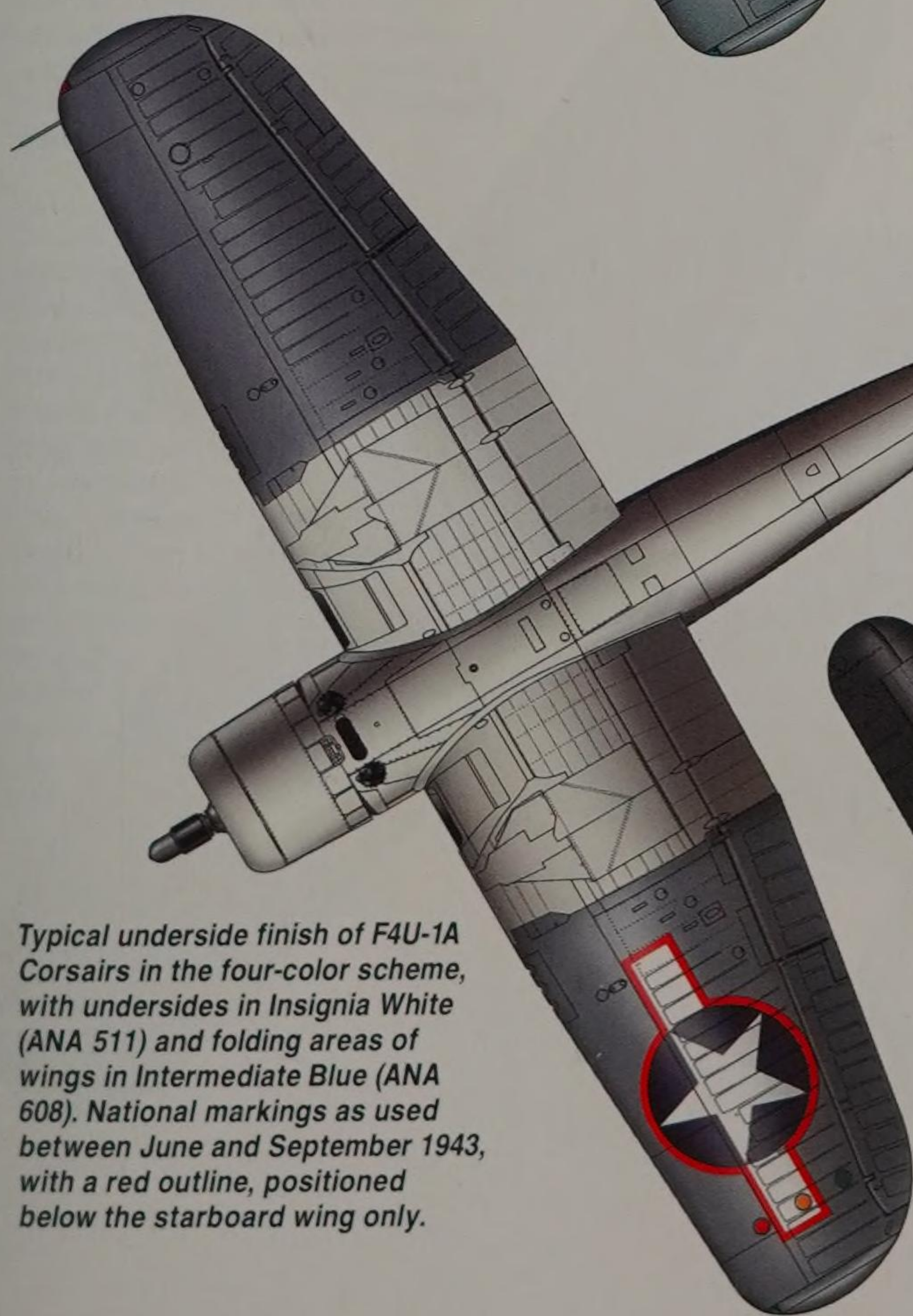
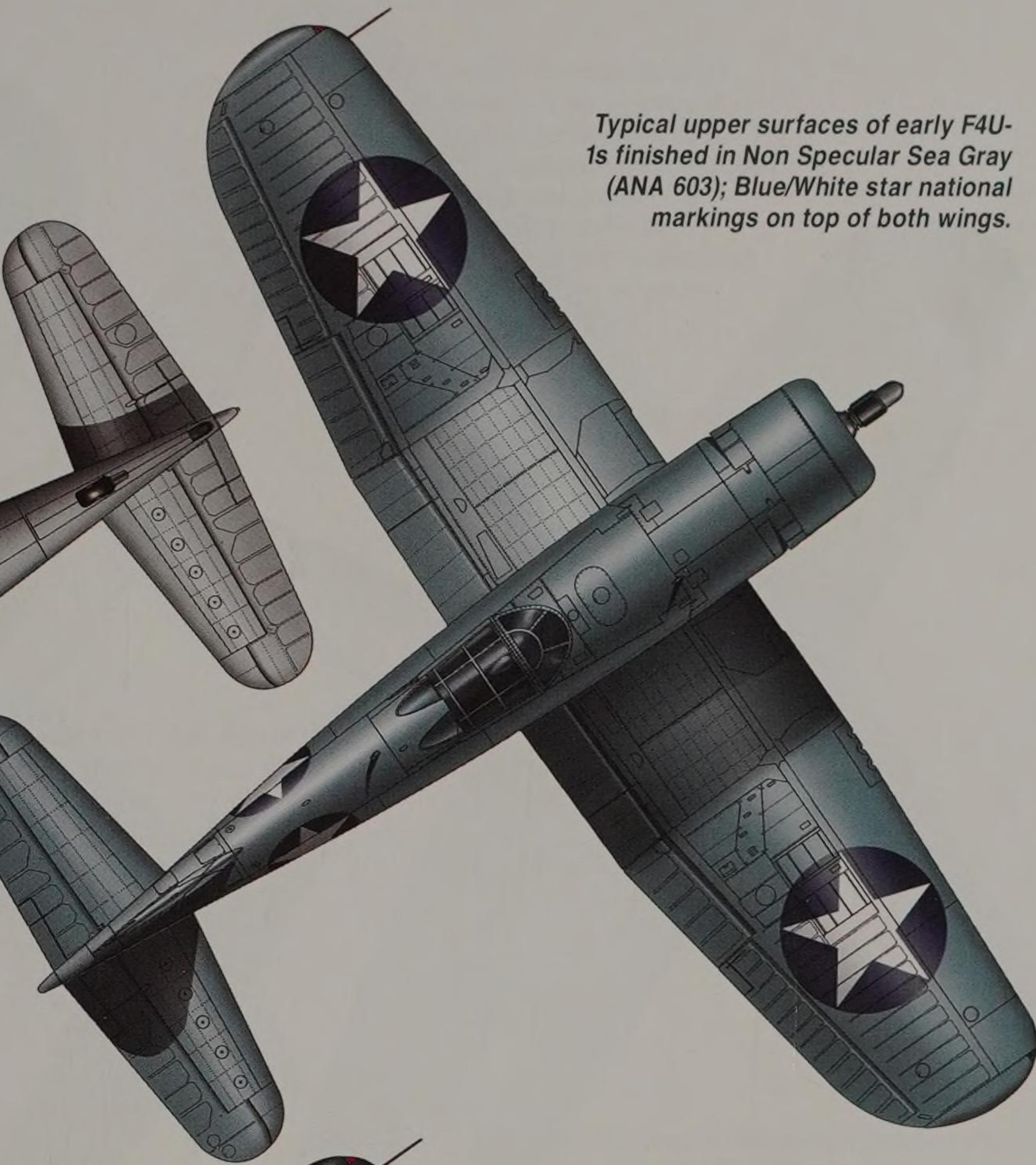
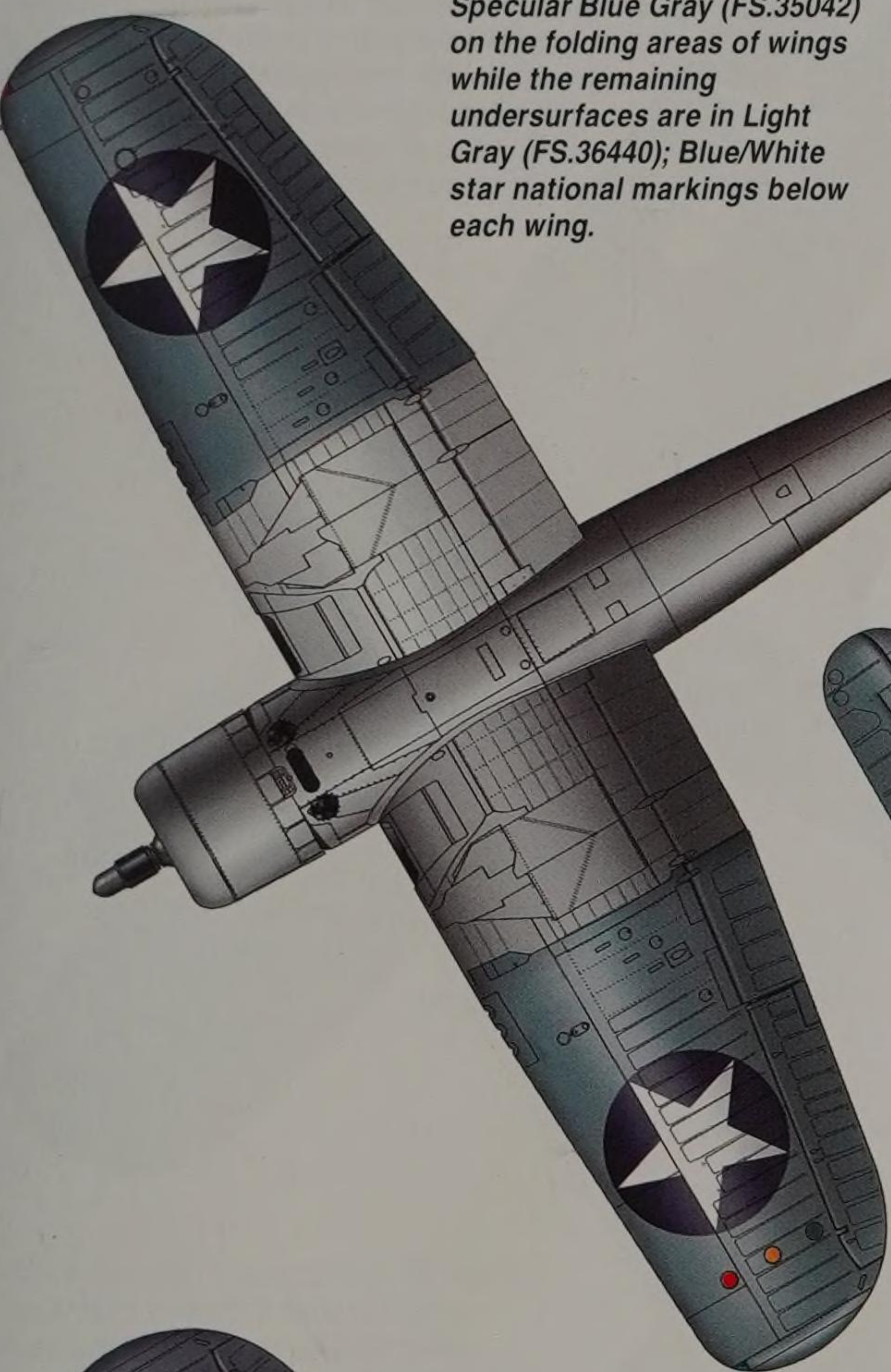
Vought F4U-1A, NZ5277 (BuNo.49866), No. 30 Servicing Unit, Royal New Zealand Air Force, 1945. Repaint scheme 1, Blue Sea Grey (BALM S13-934. 33B/N.118) upper surfaces with Insignia White (ANA 601) undersides; remaining undersurfaces in Light Gray (ANA 602). Serial in black, with "77" repeated on engine cowling; national markings in six positions, with those on the fuselage having a yellow outline. "Irate Donald Duck" marking on fuselage side, together with mission markings in yellow.



Goodyear FG-1D Corsair, NZ5617, "Verna", No. 14 Squadron Royal New Zealand Air Force, "J Force", Japan, 1946. Sea Blue Gloss overall with blue/white/roundels in six positions; white serial, with "17" repeated on fin and front main undercarriage doors. "Verna" in yellow on front fuselage, starboard only.

Typical underside view of early F4U-1 Corsairs finished in Specular Blue Gray (FS.35042) on the folding areas of wings while the remaining undersurfaces are in Light Gray (FS.36440); Blue/White star national markings below each wing.

Typical upper surfaces of early F4U-1s finished in Non Specular Sea Gray (ANA 603); Blue/White star national markings on top of both wings.



Typical underside finish of F4U-1A Corsairs in the four-color scheme, with undersides in Insignia White (ANA 511) and folding areas of wings in Intermediate Blue (ANA 608). National markings as used between June and September 1943, with a red outline, positioned below the starboard wing only.



The four-color scheme introduced early in 1943 where the top of wings and tailplane were finished in Semi Gloss Sea Blue (ANA 606) while the top of the fuselage was in Non Specular Sea Blue (ANA 607) softly merging on the sides to Intermediate Blue (ANA 608). Markings are as applied during the period of June to September 1943; wing markings were also modified in that they were now carried only on top of the port and below the starboard wings.

Typical underside finish of F4U-1A Corsairs in the four-color scheme, with undersides in Insignia White (ANA 511) and folding areas of wings in Intermediate Blue (ANA 608). National markings revised in September 1943 to eliminate the red outline by repainting in the same Insignia Blue of white star background.

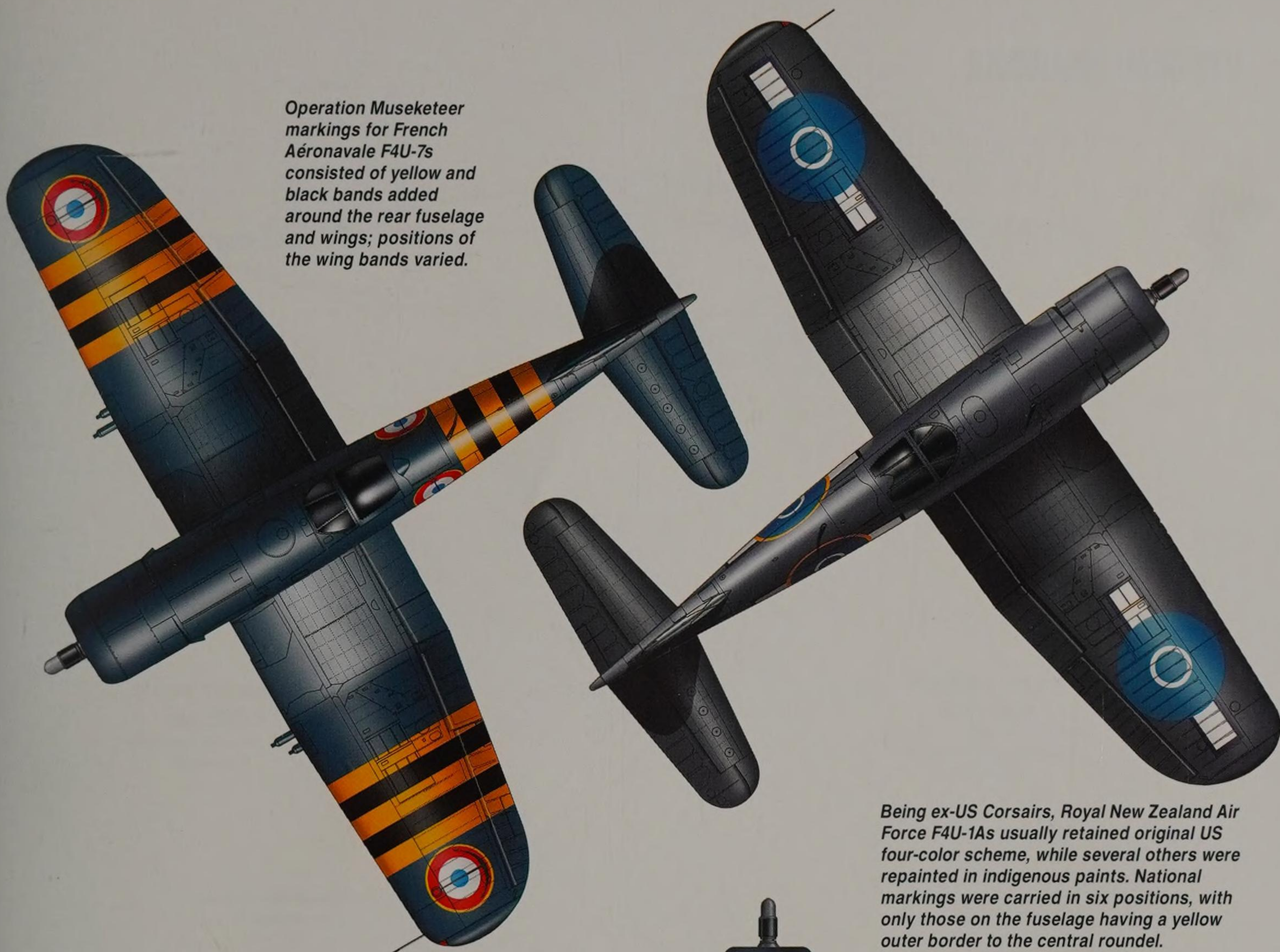
F4U-1A in the four-color scheme introduced early in 1943 where the top of wings and tailplane were finished in Semi Gloss Sea Blue (ANA 606) while the top of the fuselage was in Non Specular Sea Blue (ANA 607) softly merging on the sides with Intermediate Blue (ANA 608). The red outline to the national markings has been eliminated by painting them in the same blue of the star's background post September 1943.

Fleet Air Arm Corsair I finished in US colors of ANA 613 Olive Drab and ANA 603 Sea Gray in a disruptive wavy pattern on all upper surfaces; Blue/Red "B" type roundels on top of both wings.

Fleet Air Arm Corsair I undersides finished in US color of Light Gray (ANA 602); "C" type Blue/White/Red roundels below each wing.

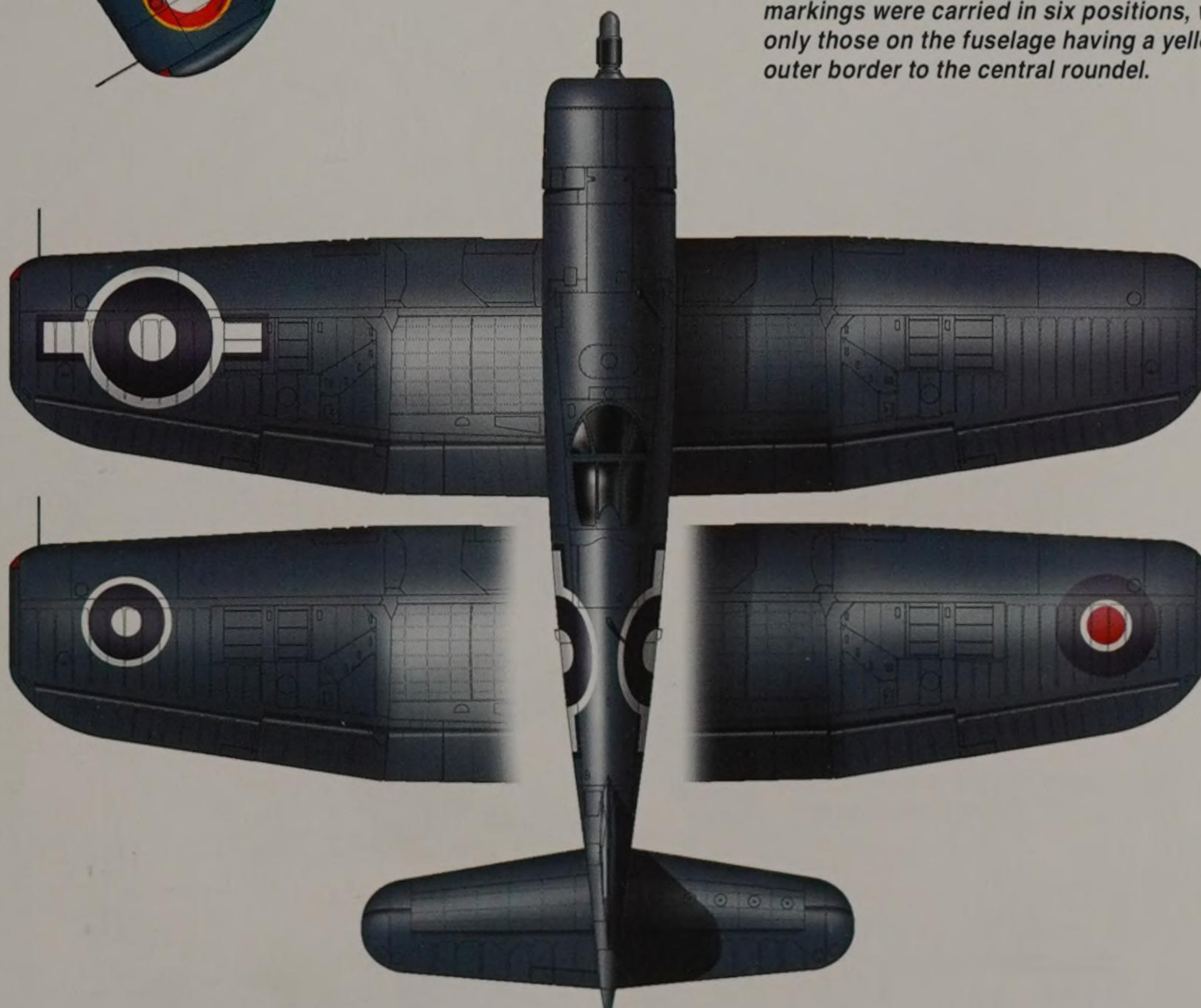


Operation Museketeer markings for French Aéronavale F4U-7s consisted of yellow and black bands added around the rear fuselage and wings; positions of the wing bands varied.

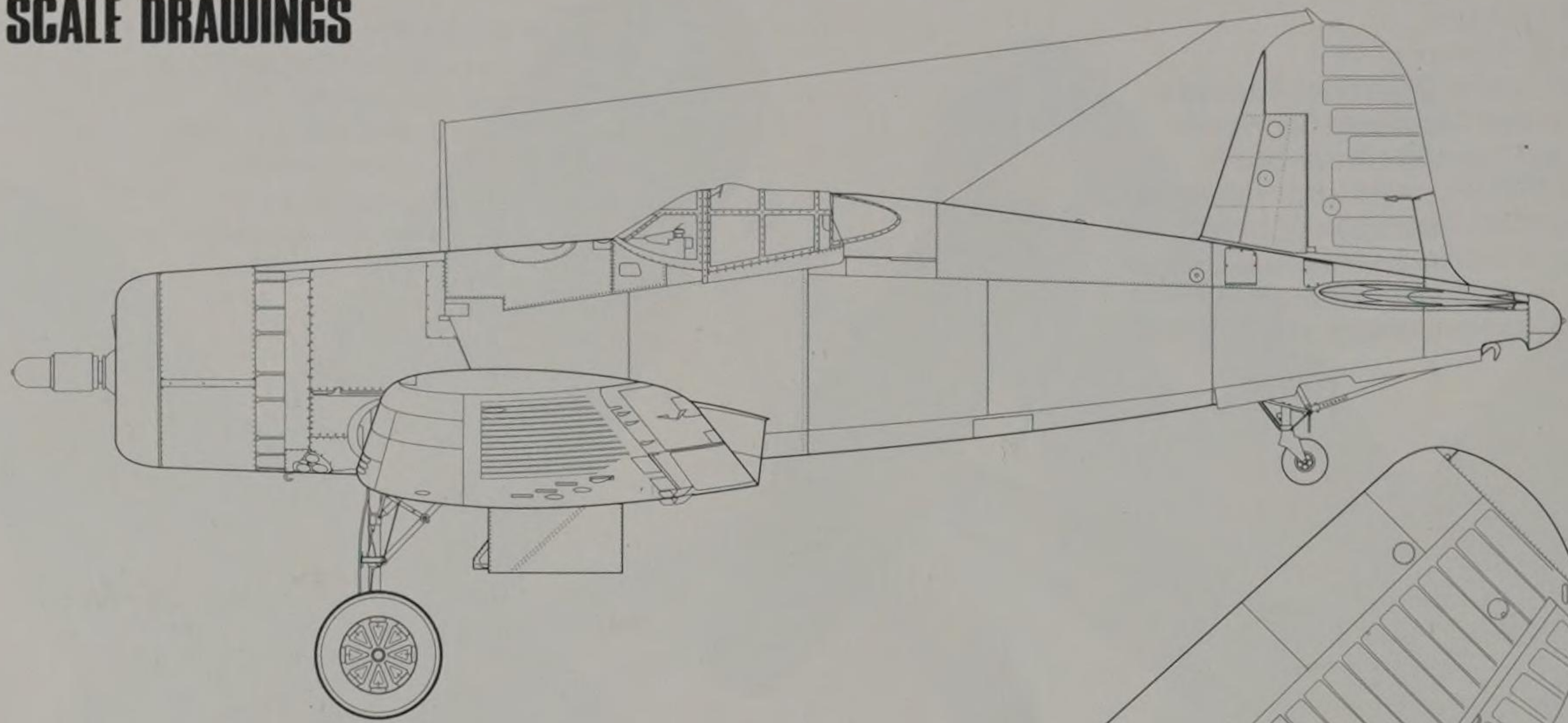


Being ex-US Corsairs, Royal New Zealand Air Force F4U-1As usually retained original US four-color scheme, while several others were repainted in indigenous paints. National markings were carried in six positions, with only those on the fuselage having a yellow outer border to the central roundel.

Corsair IVs retained their delivery finish of Sea Blue Gloss (ANA 623) overall and special markings were introduced for the British Pacific Fleet, consisting of blue/white roundels, flanked by white bars, also edged in blue. These markings varied considerably, some having no blue to the white bars, and others having no bars at all (see scrap view, left). They were carried in the US style, that is, on top of port and below starboard wings; however, examples with markings in four wing positions are also known to have existed. The post-war standard national marking, carried in six positions, is shown in the scrap view on the right.



1/72 SCALE DRAWINGS

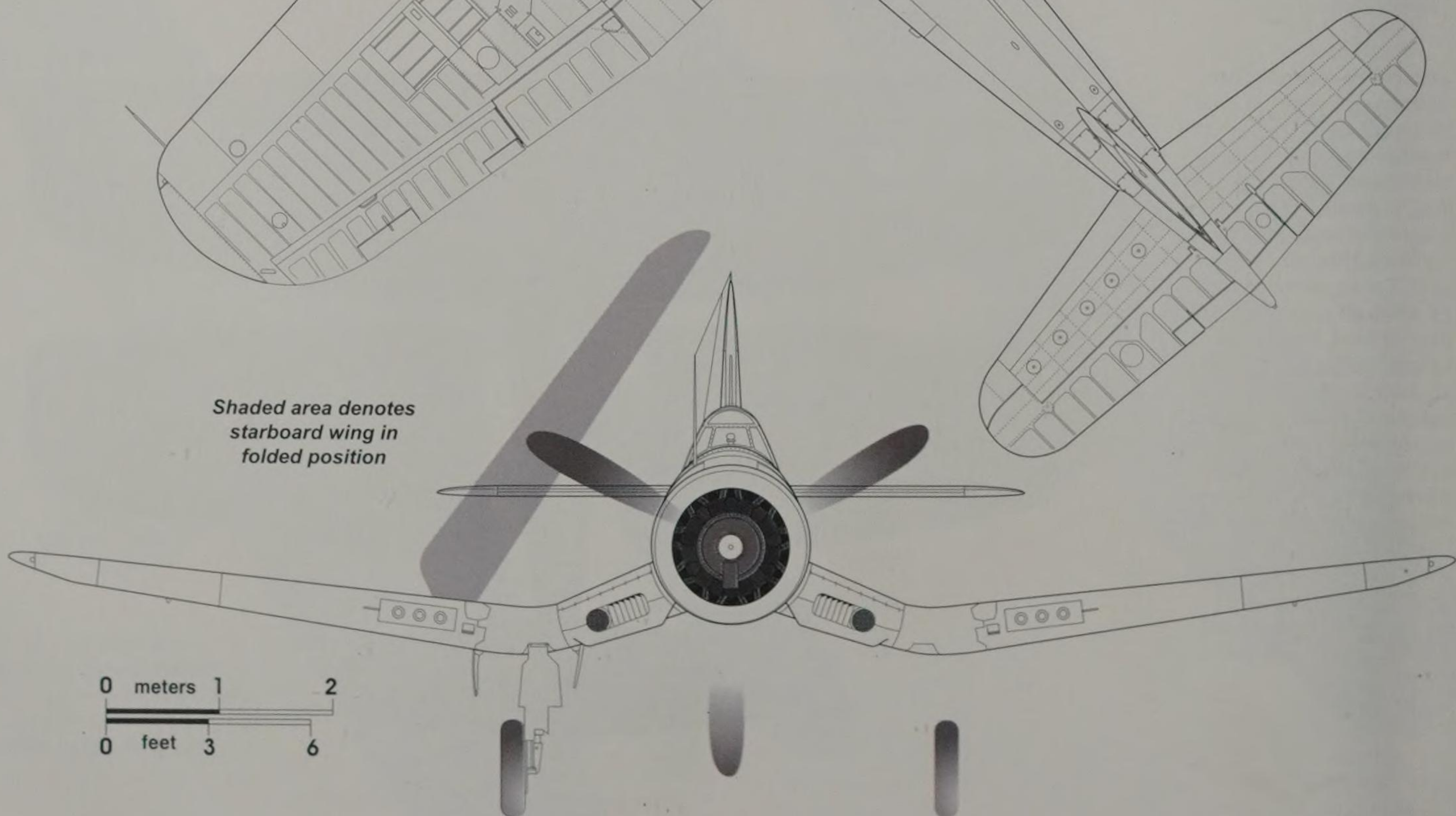


Clipped wings
on Corsair I

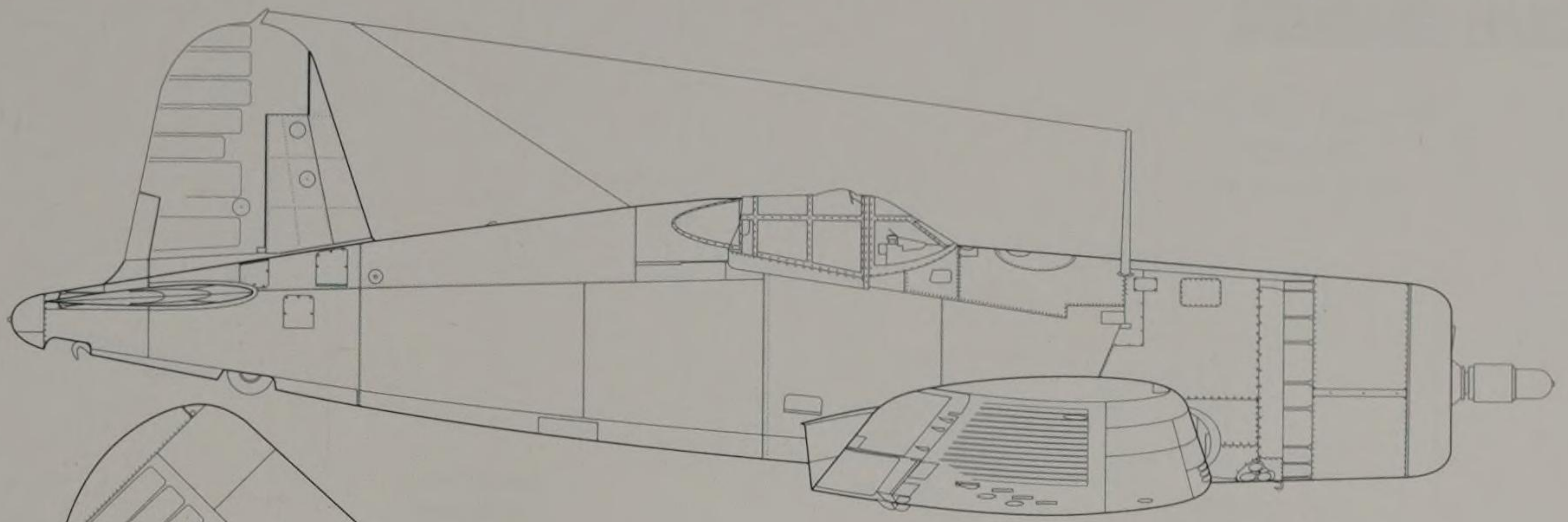
**VOUGHT F4U-1
CORSAIR**
(Fleet Air Arm equivalent
Corsair I)

Additional side intakes
on Corsair I

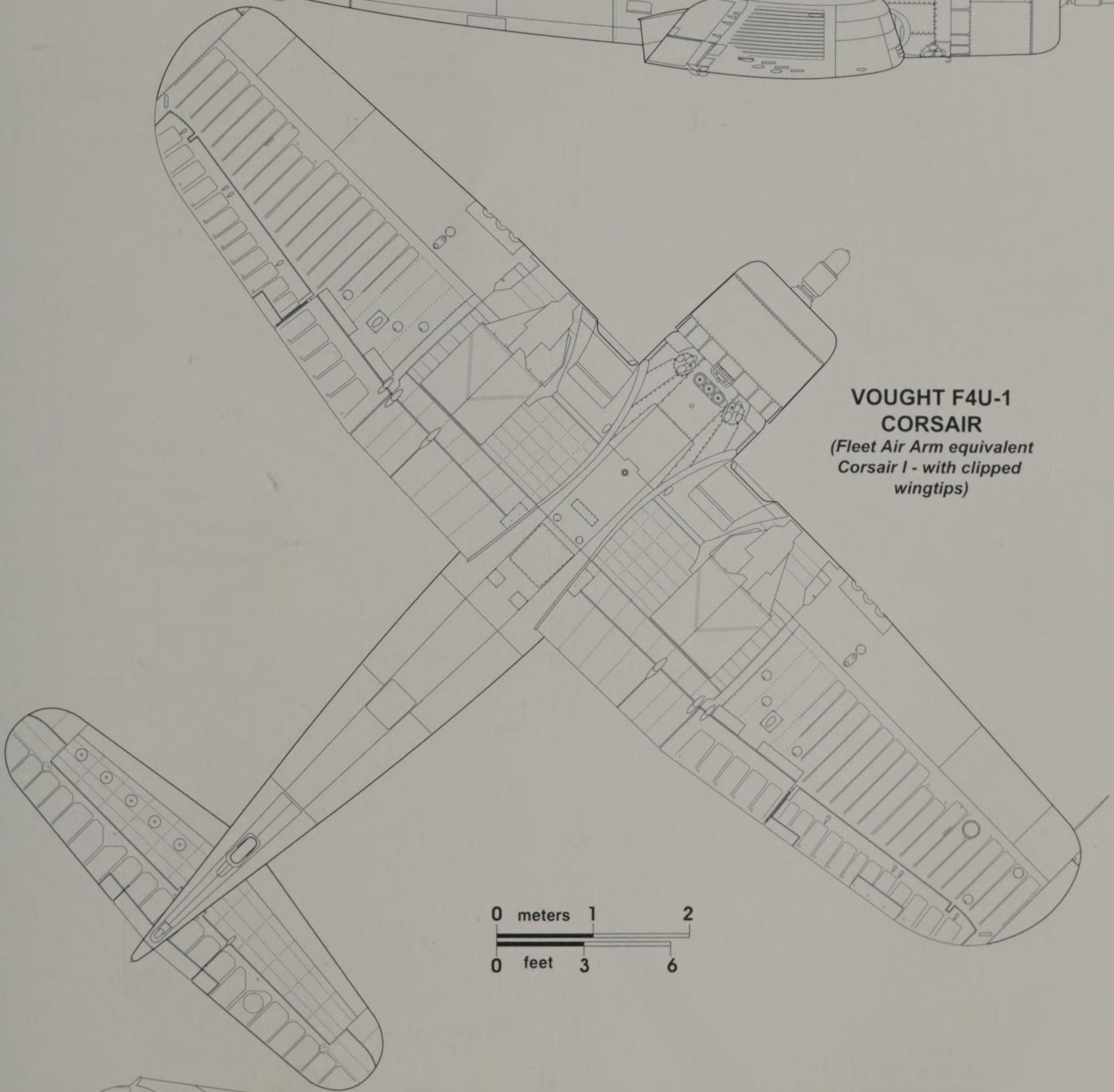
Shaded area denotes
starboard wing in
folded position



0 meters 1 2
0 feet 3 6



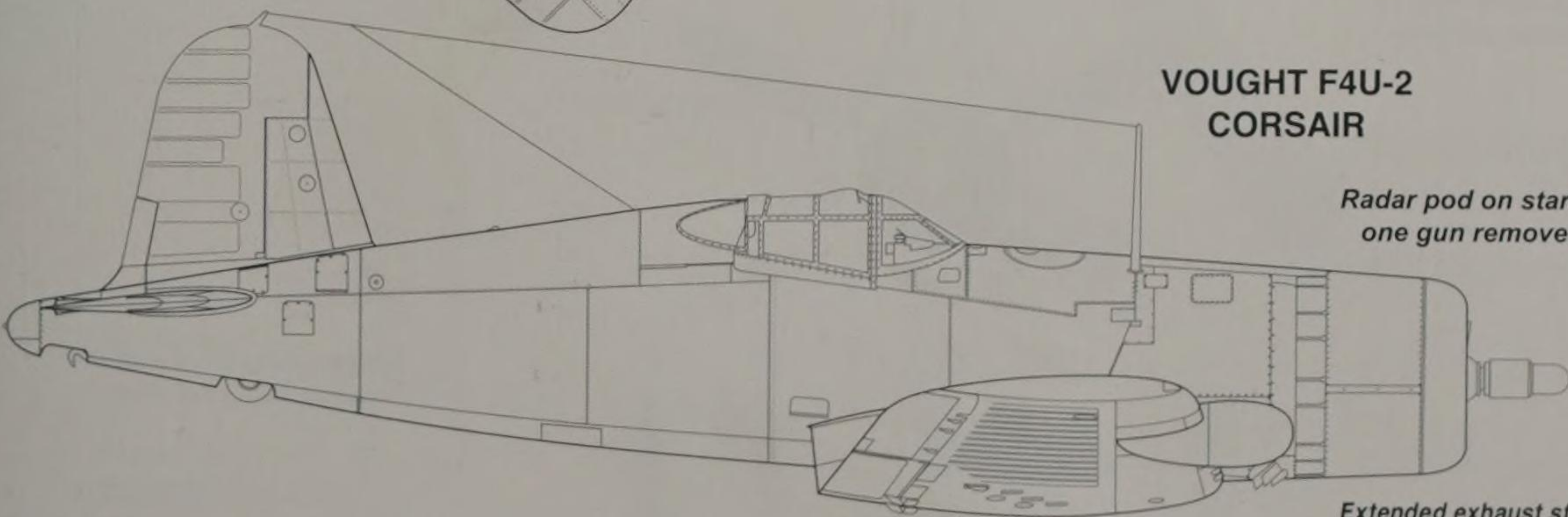
**VOUGHT F4U-1
CORSAIR**
*(Fleet Air Arm equivalent
Corsair I - with clipped
wingtips)*



0 meters 1 2
0 feet 3 6

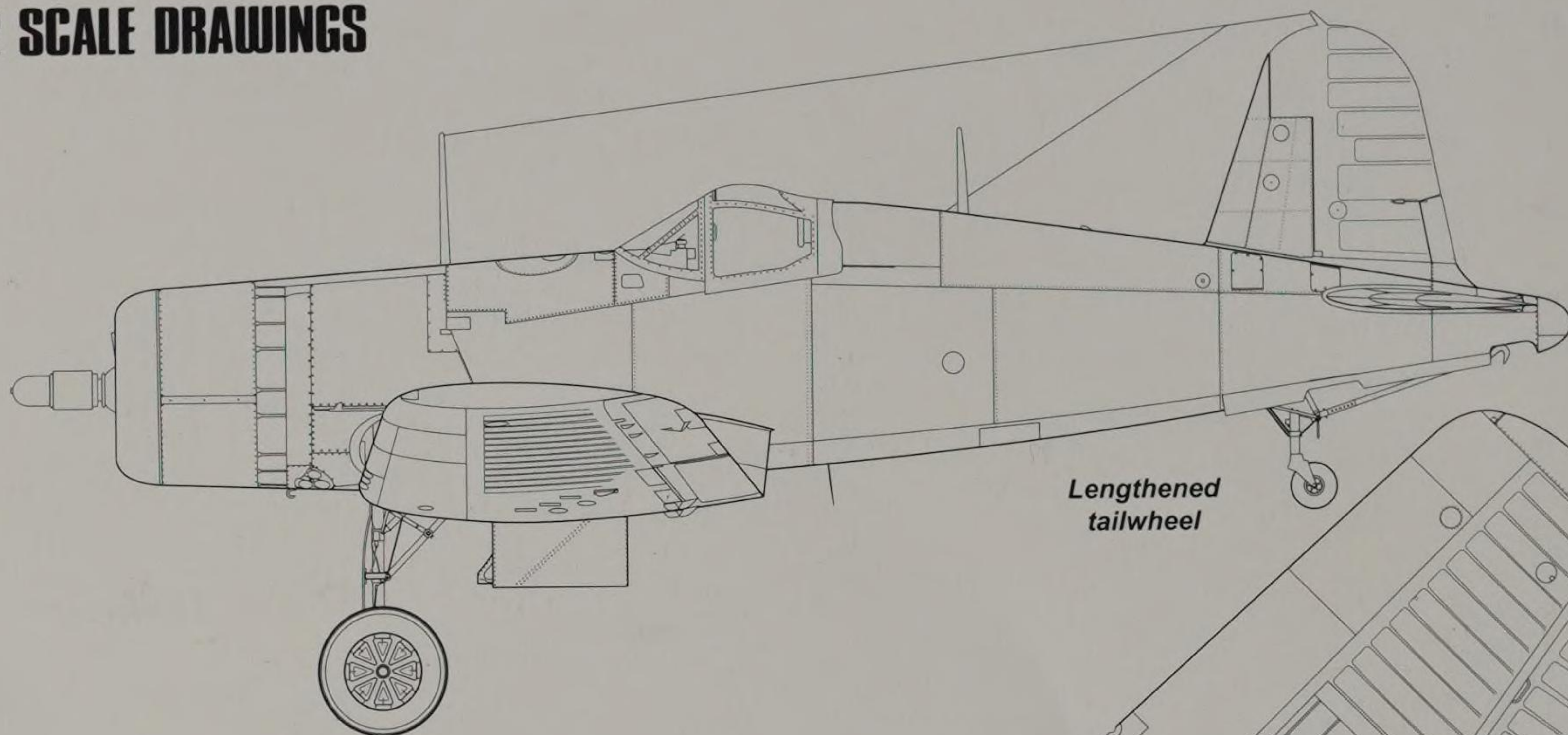
**VOUGHT F4U-2
CORSAIR**

*Radar pod on starboard wing;
one gun removed this side*



Extended exhaust stacks

1/72 SCALE DRAWINGS

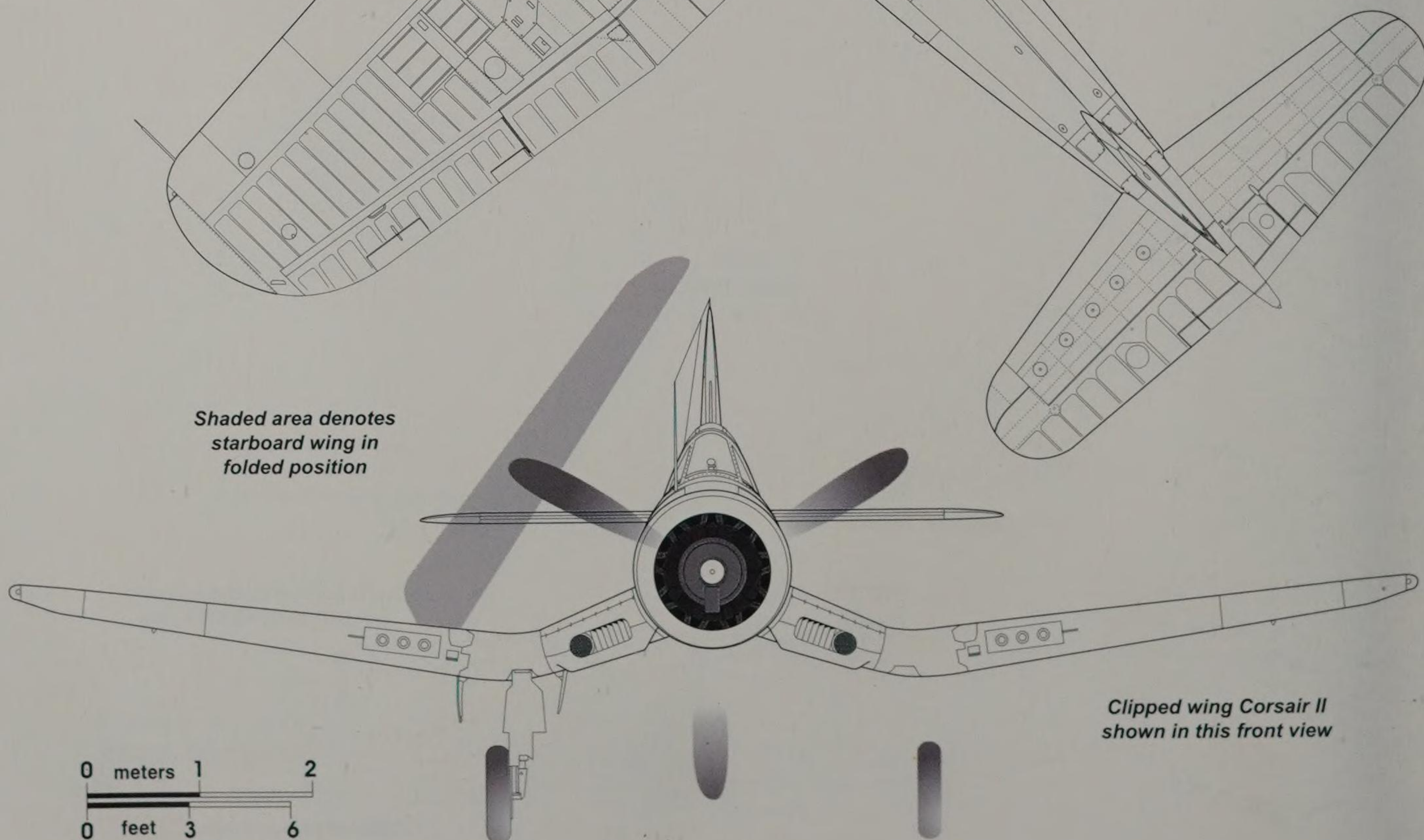


Lengthened
tailwheel

Clipped wings
on Corsair II

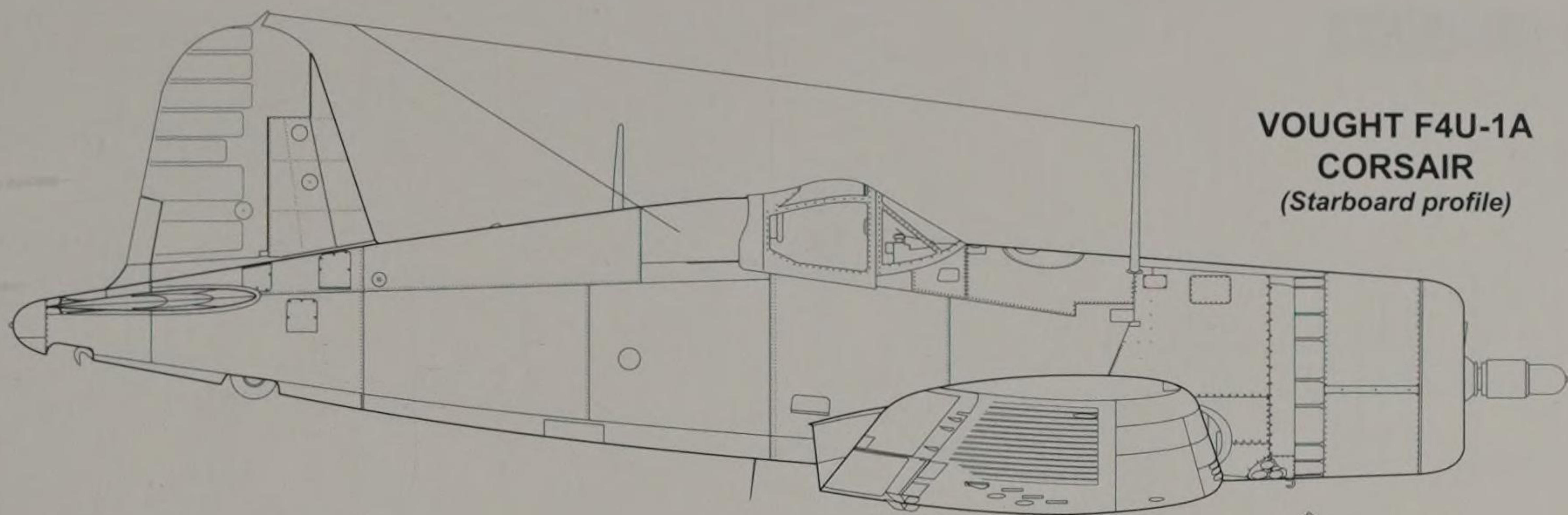
VOUGHT F4U-1A
CORSAIR

Shaded area denotes
starboard wing in
folded position



Clipped wing Corsair II
shown in this front view

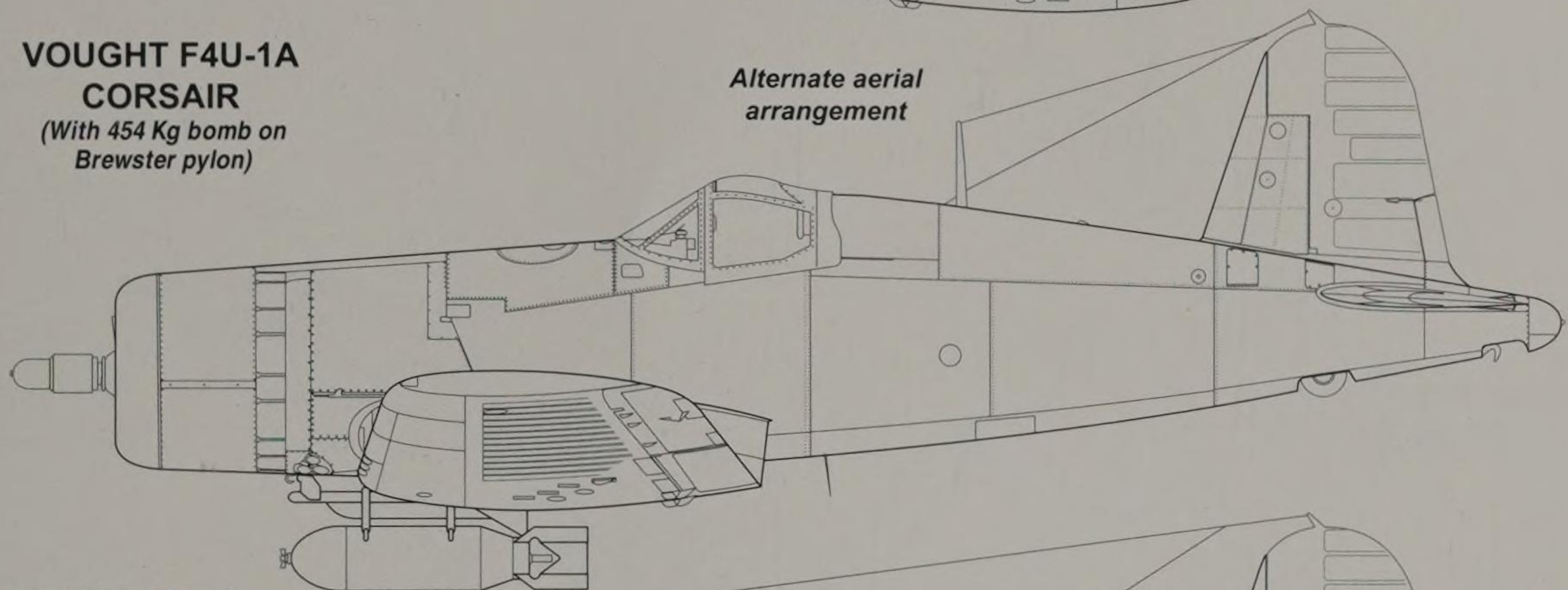
0 meters 1 2
0 feet 3 6



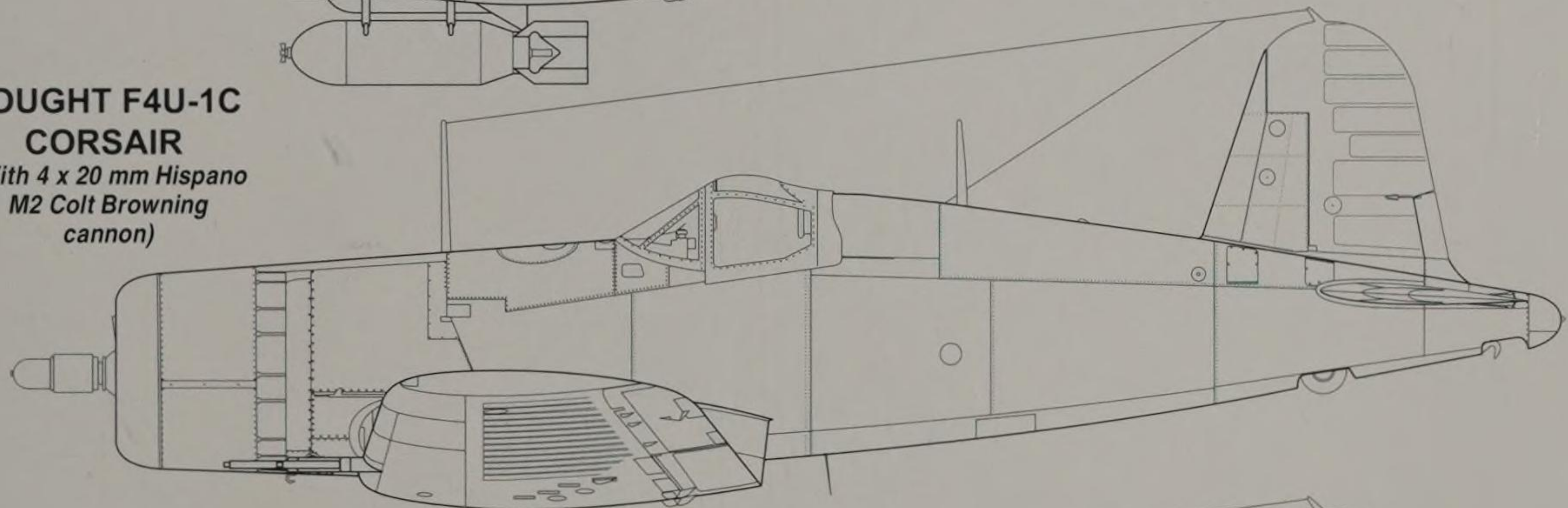
**VOUGHT F4U-1A
CORSAIR**
(Starboard profile)

**VOUGHT F4U-1A
CORSAIR**
*(With 454 Kg bomb on
Brewster pylon)*

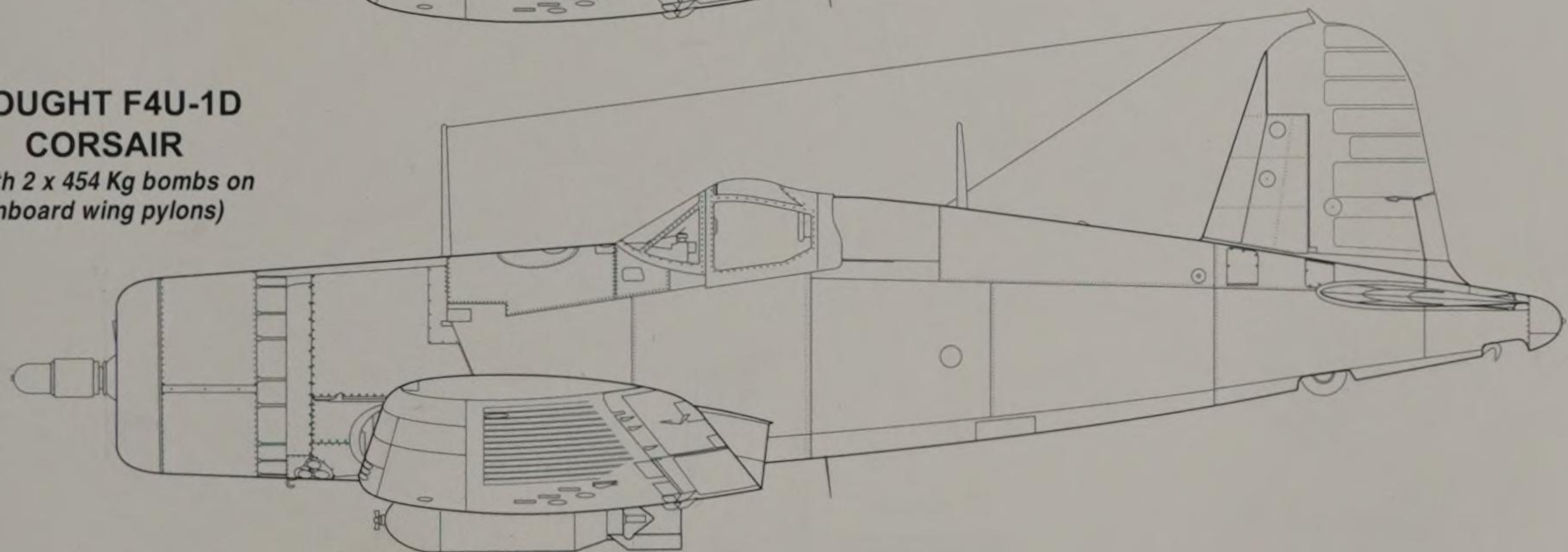
*Alternate aerial
arrangement*



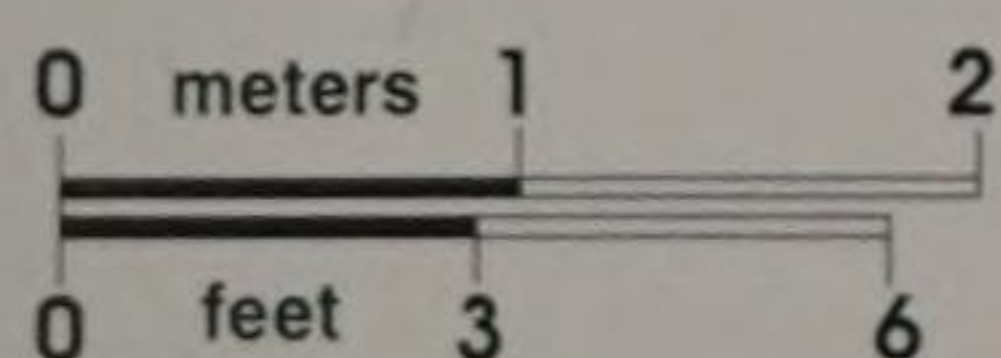
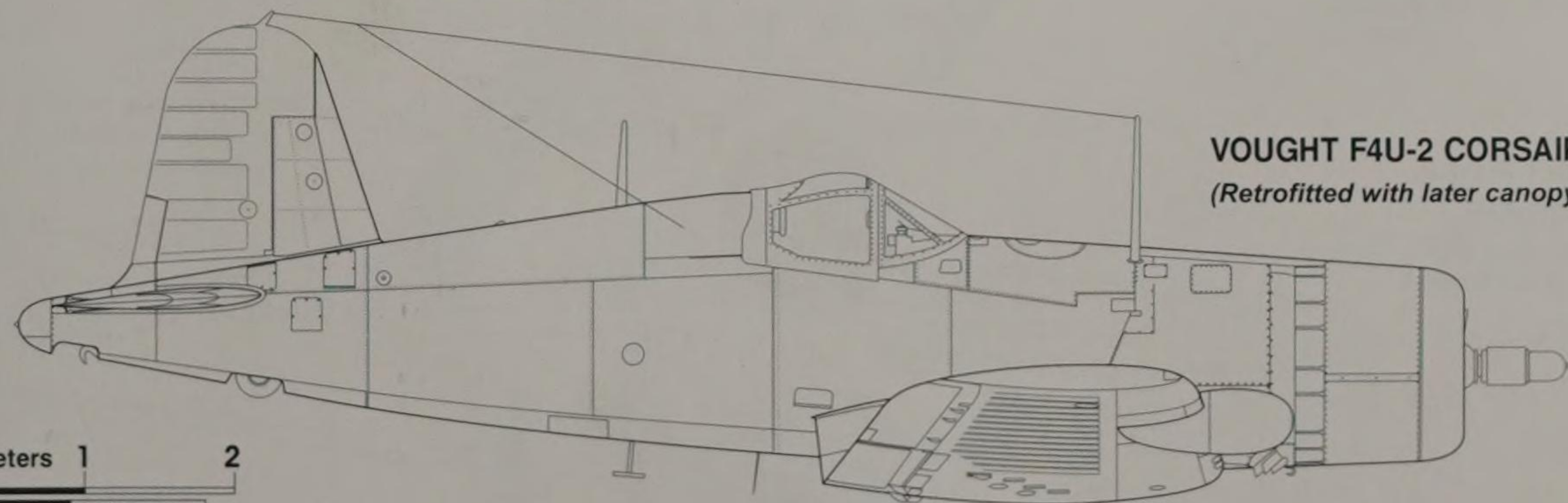
**VOUGHT F4U-1C
CORSAIR**
*(With 4 x 20 mm Hispano
M2 Colt Browning
cannon)*



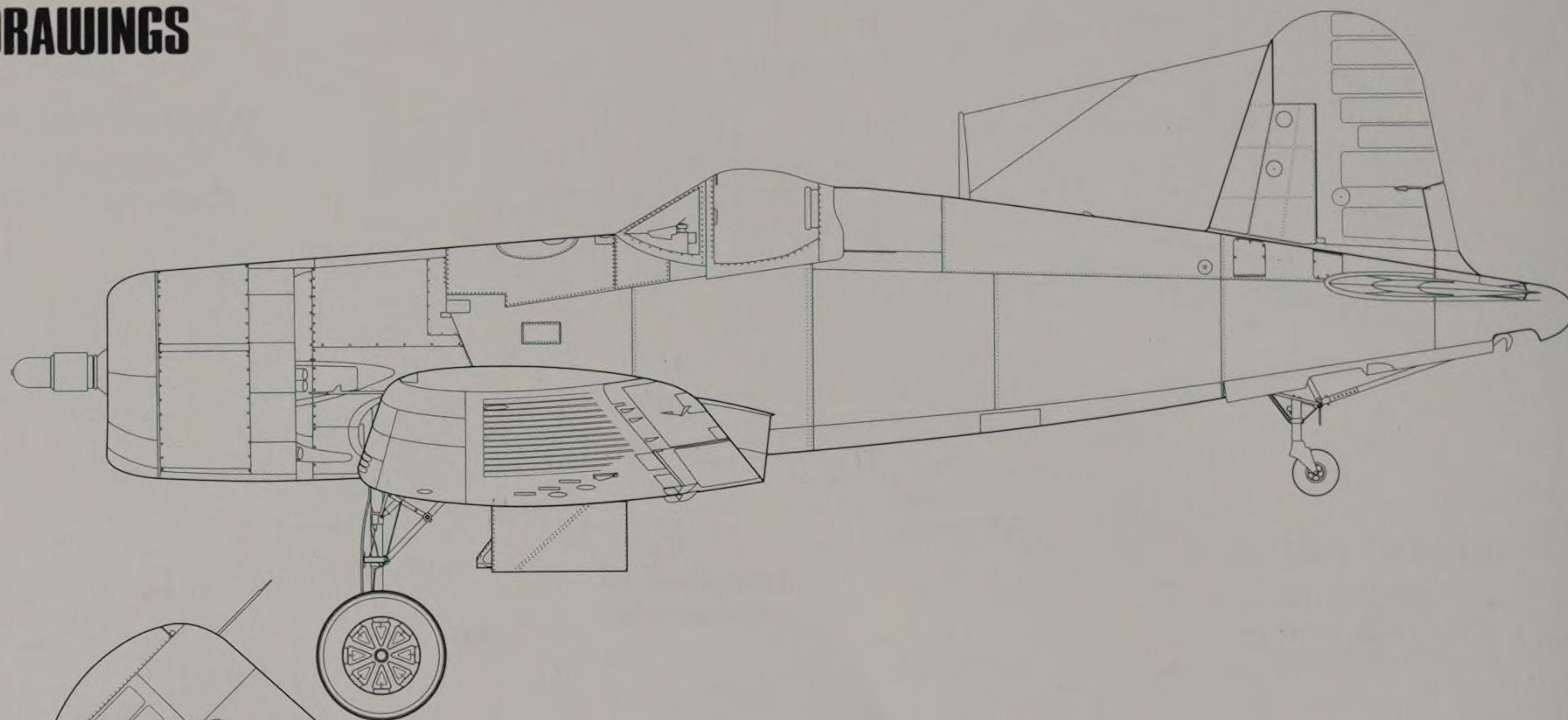
**VOUGHT F4U-1D
CORSAIR**
*(With 2 x 454 Kg bombs on
inboard wing pylons)*



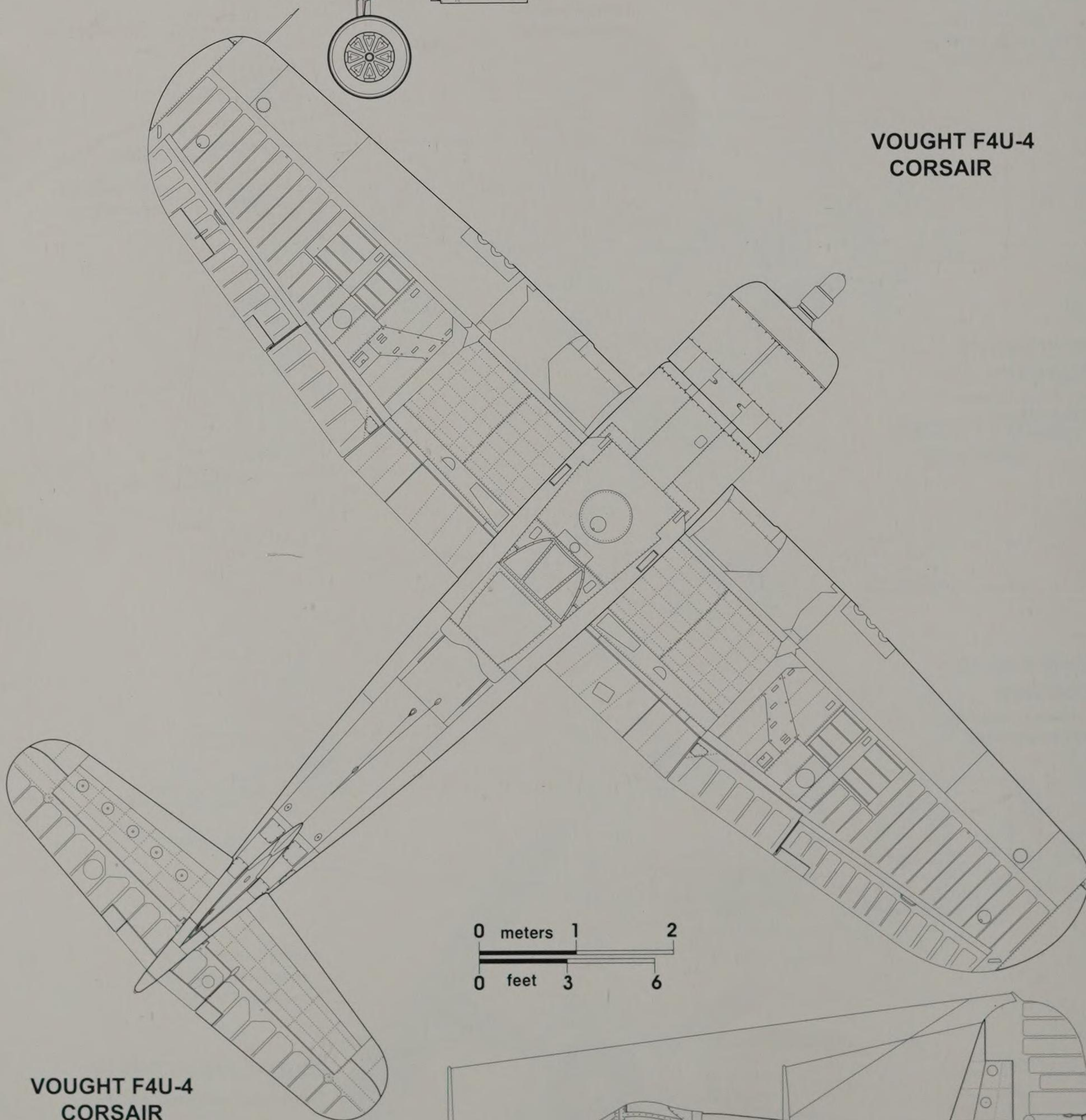
VOUGHT F4U-2 CORSAIR
(Retrofitted with later canopy)



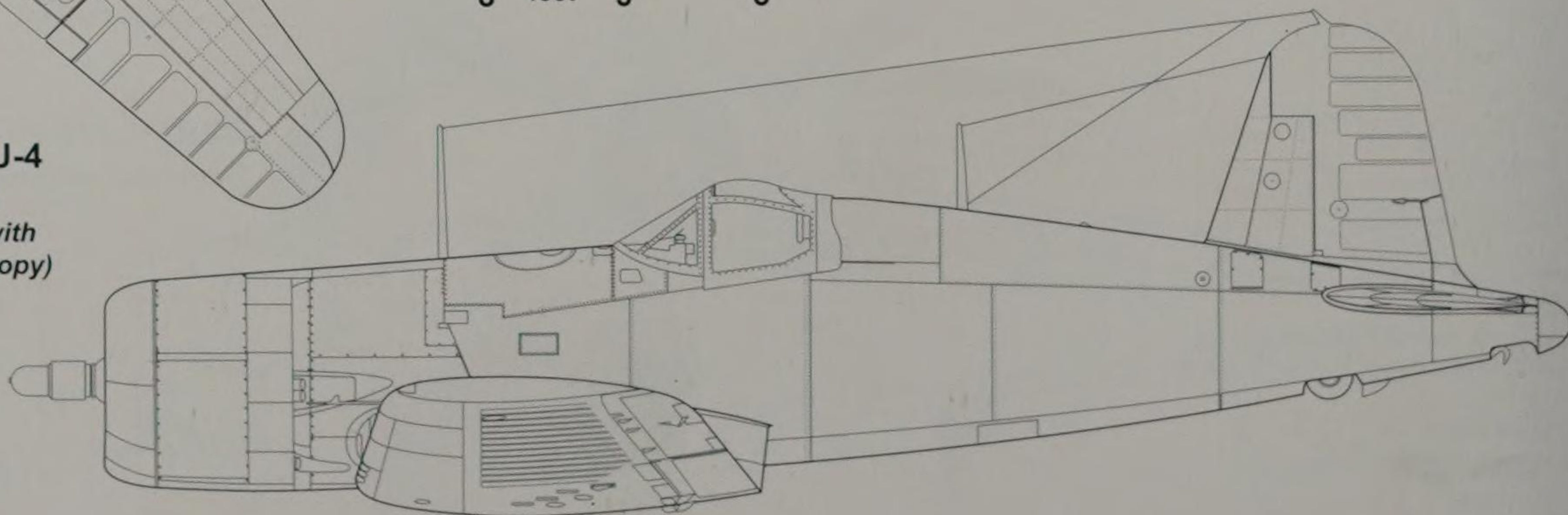
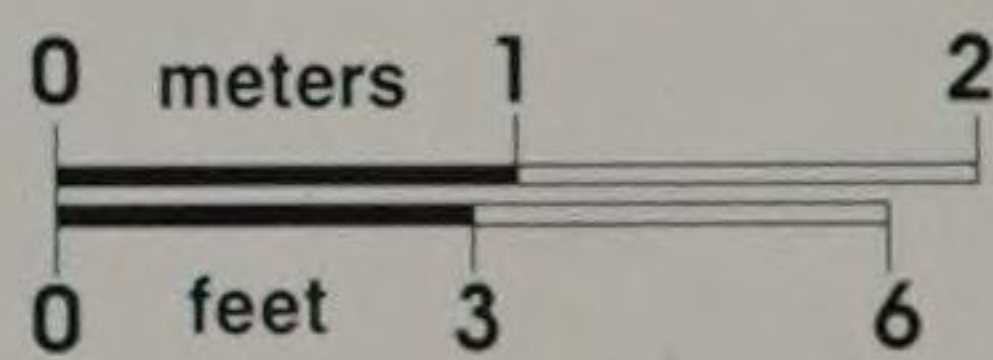
1/72 SCALE DRAWINGS

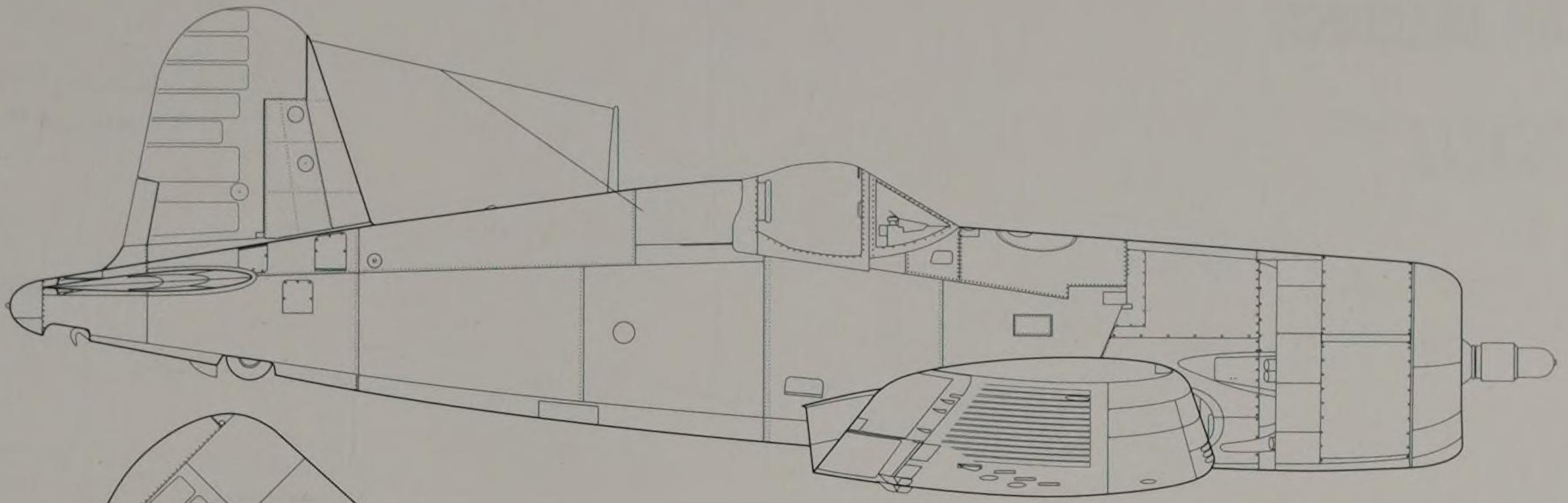


VOUGHT F4U-4
CORSAIR

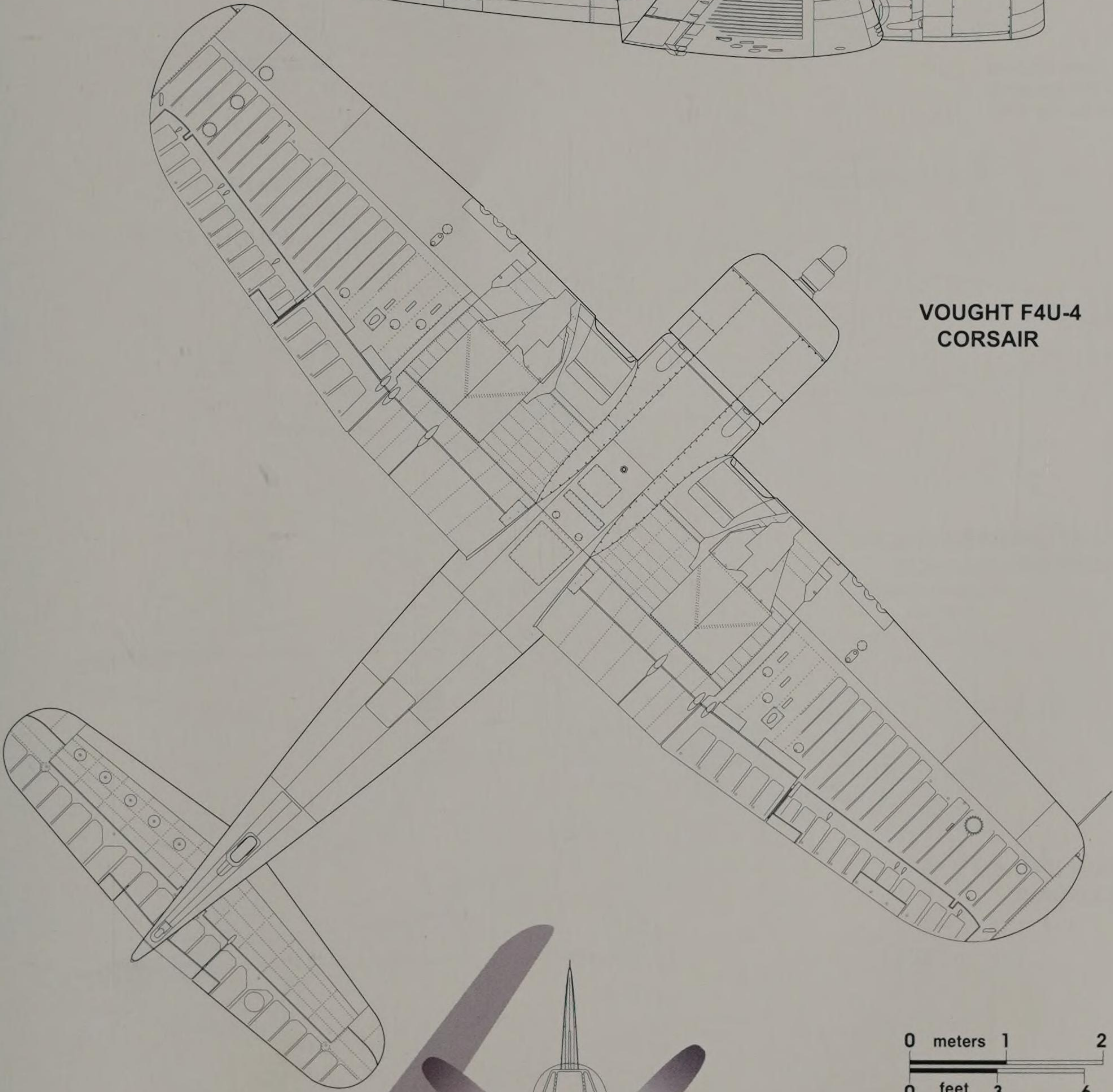


VOUGHT F4U-4
CORSAIR
(Early version with
F4U-1A style canopy)

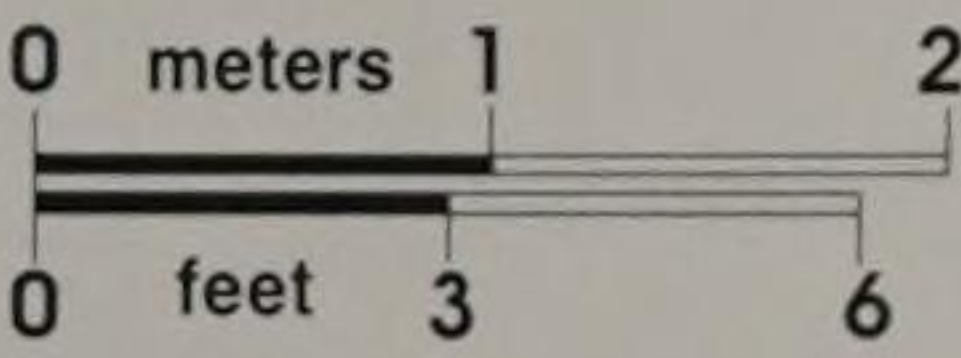
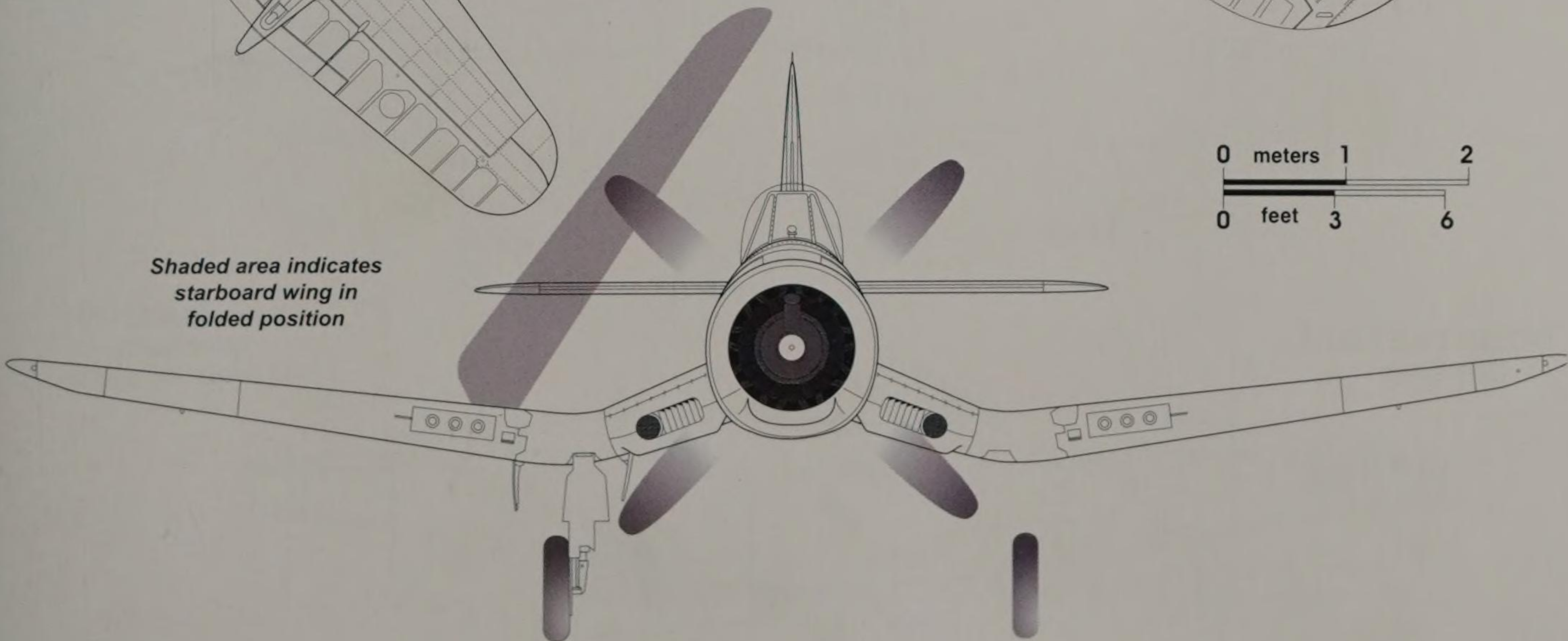




VOUGHT F4U-4
CORSAIR

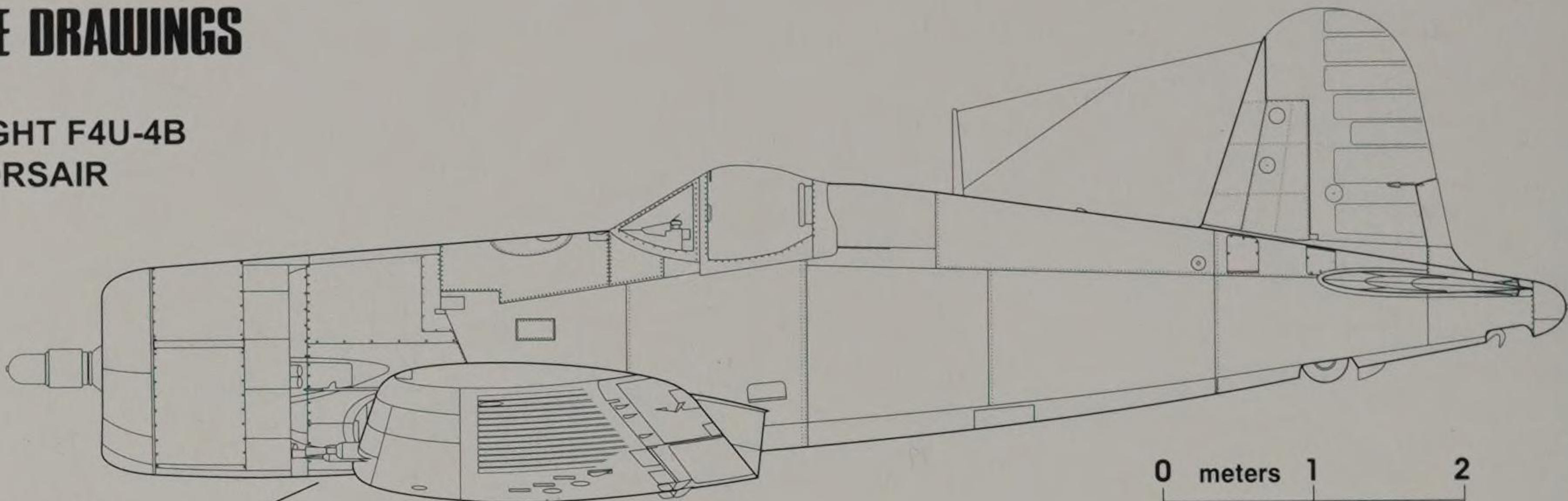


*Shaded area indicates
starboard wing in
folded position*

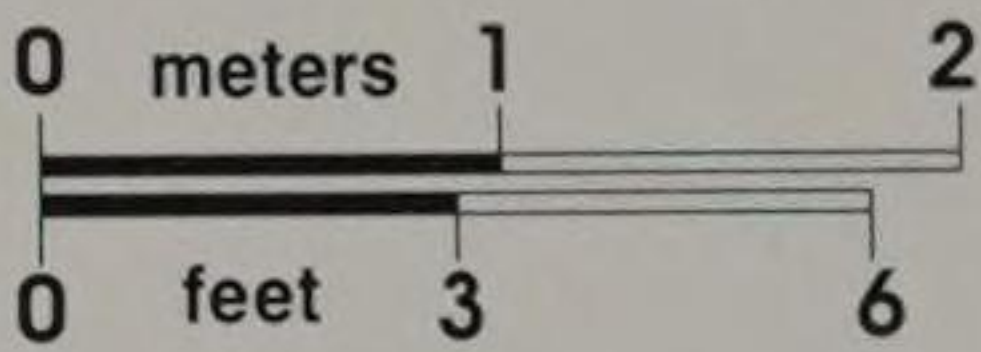


1/72 SCALE DRAWINGS

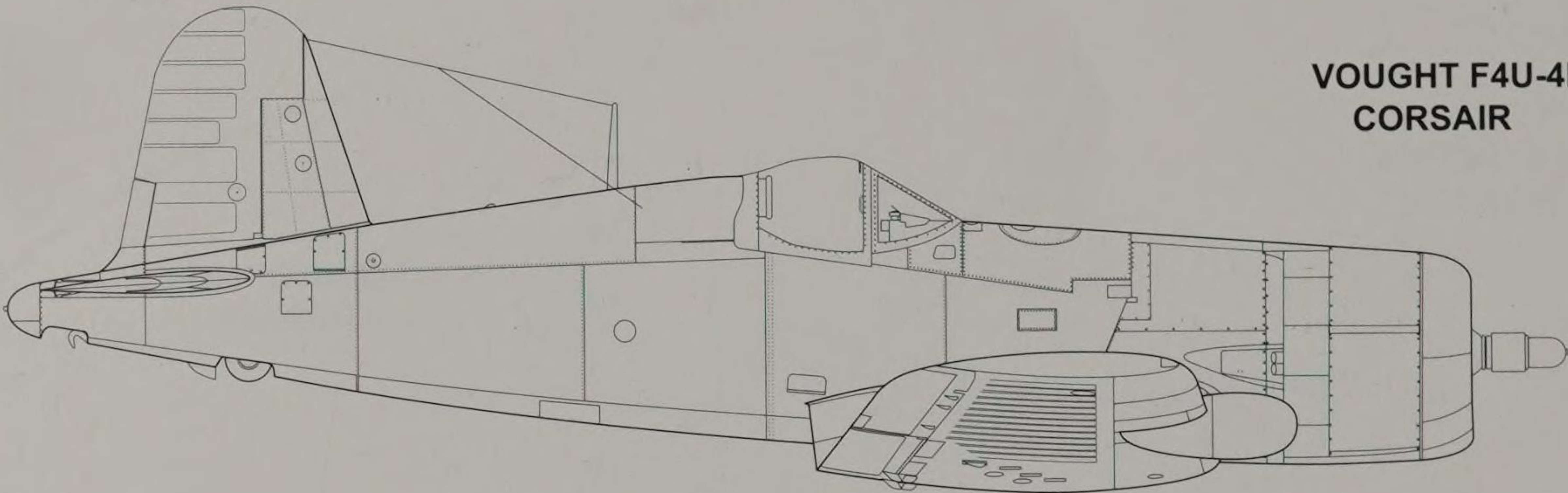
VOUGHT F4U-4B
CORSAIR



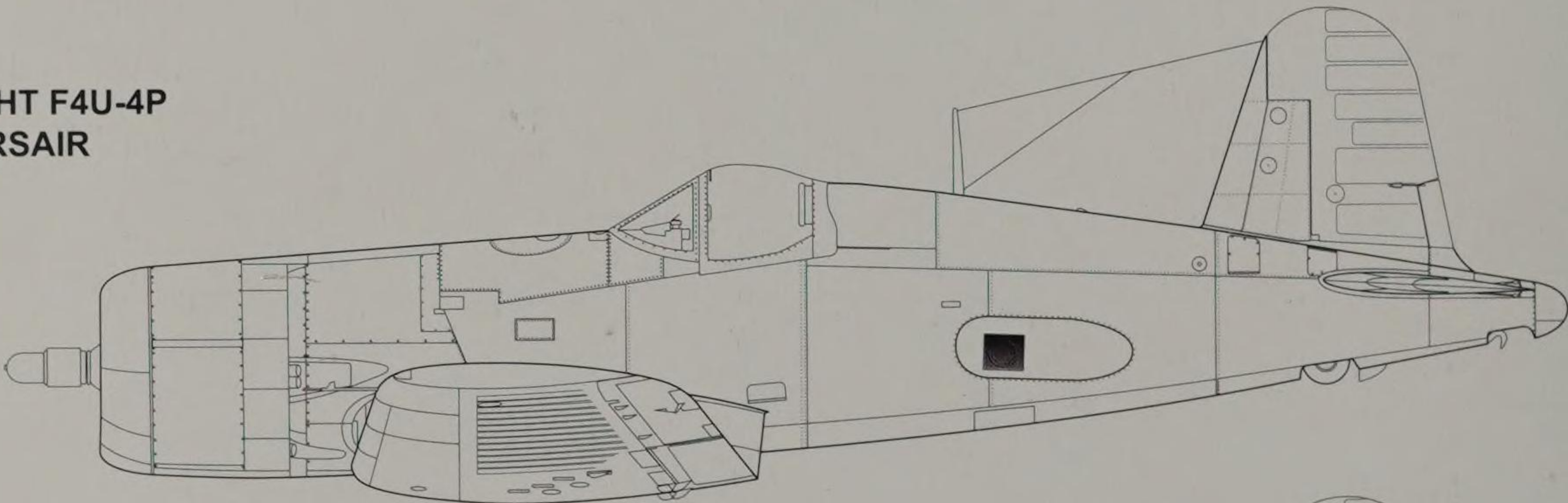
2 x 20mm Hispano
M2 Colt Browning
cannon per wing



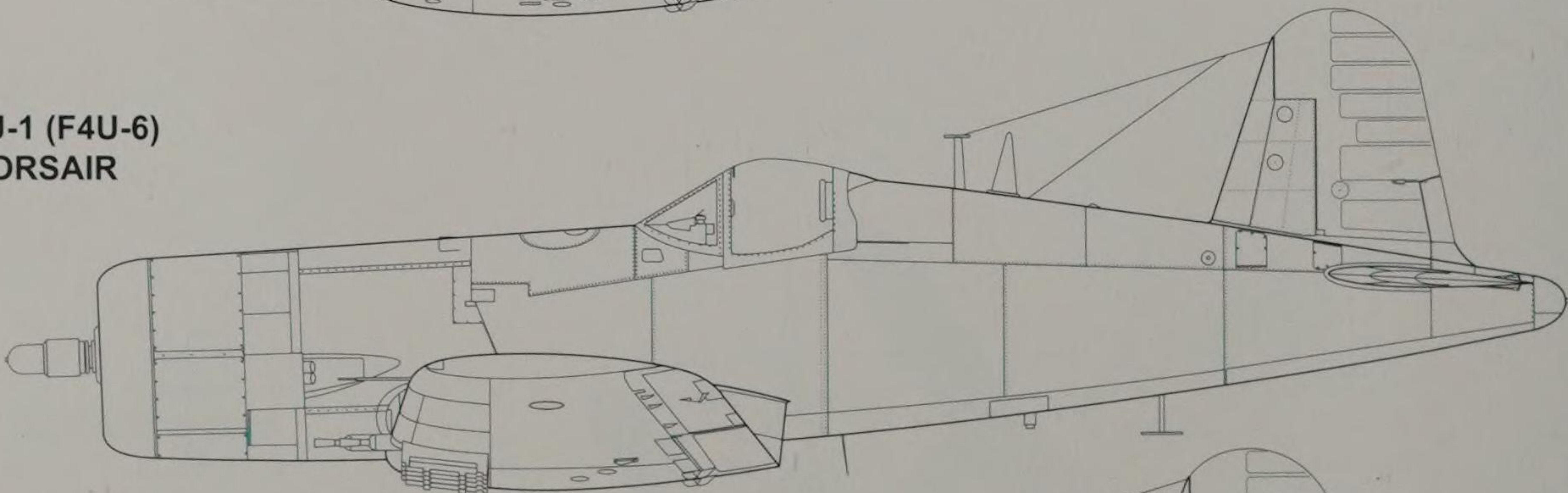
VOUGHT F4U-4N
CORSAIR



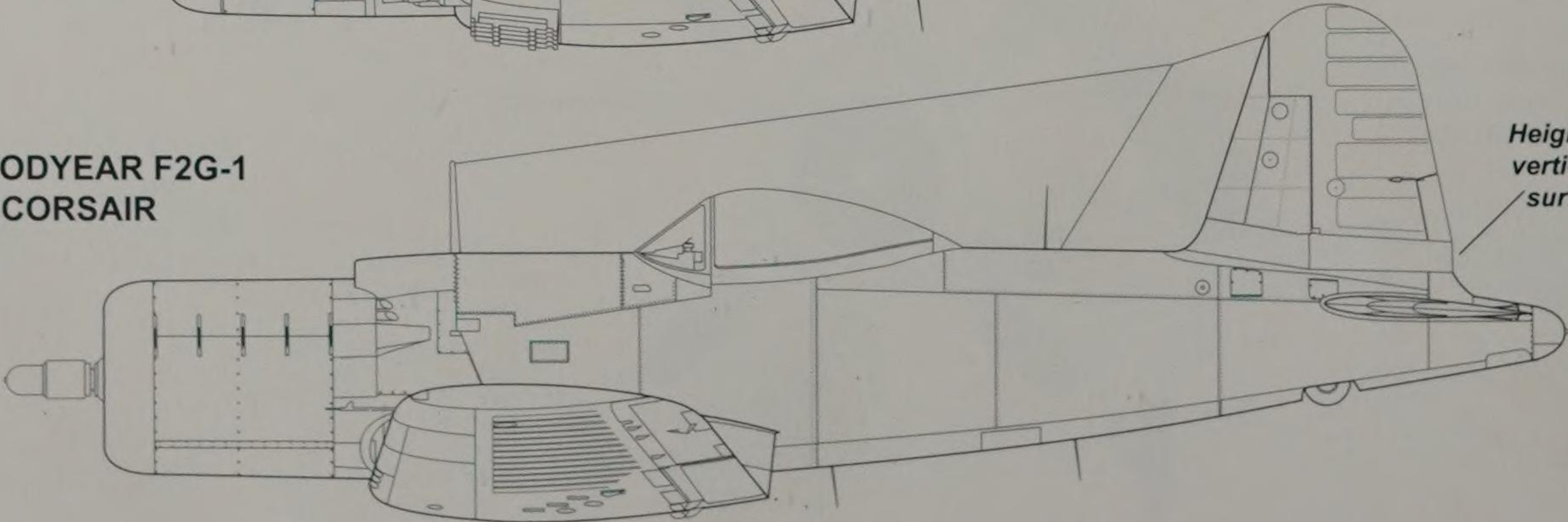
VOUGHT F4U-4P
CORSAIR



AU-1 (F4U-6)
CORSAIR

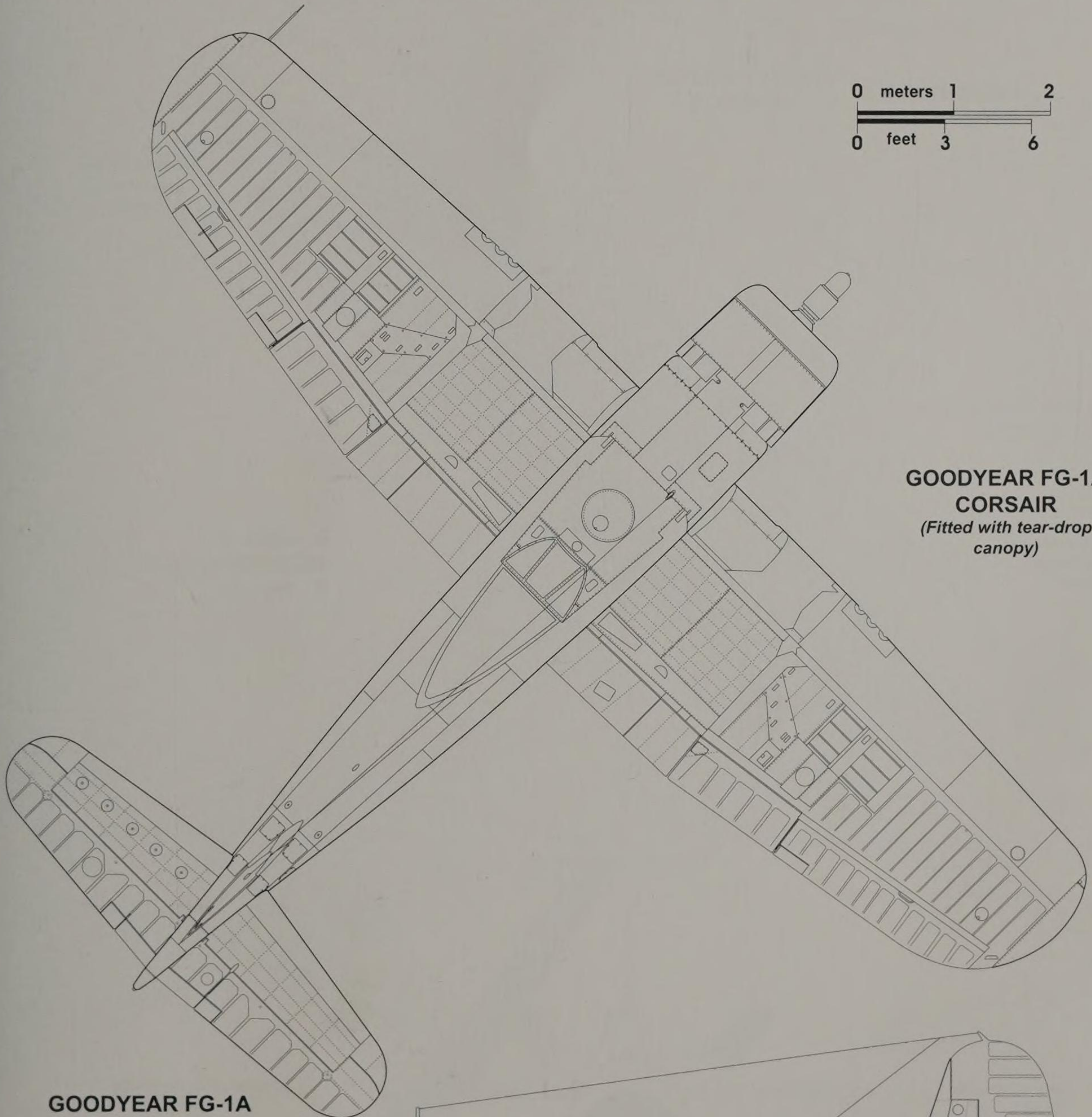
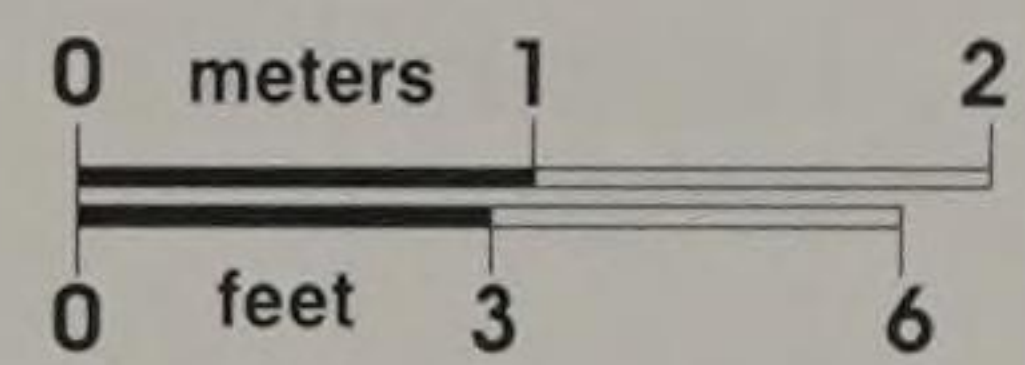
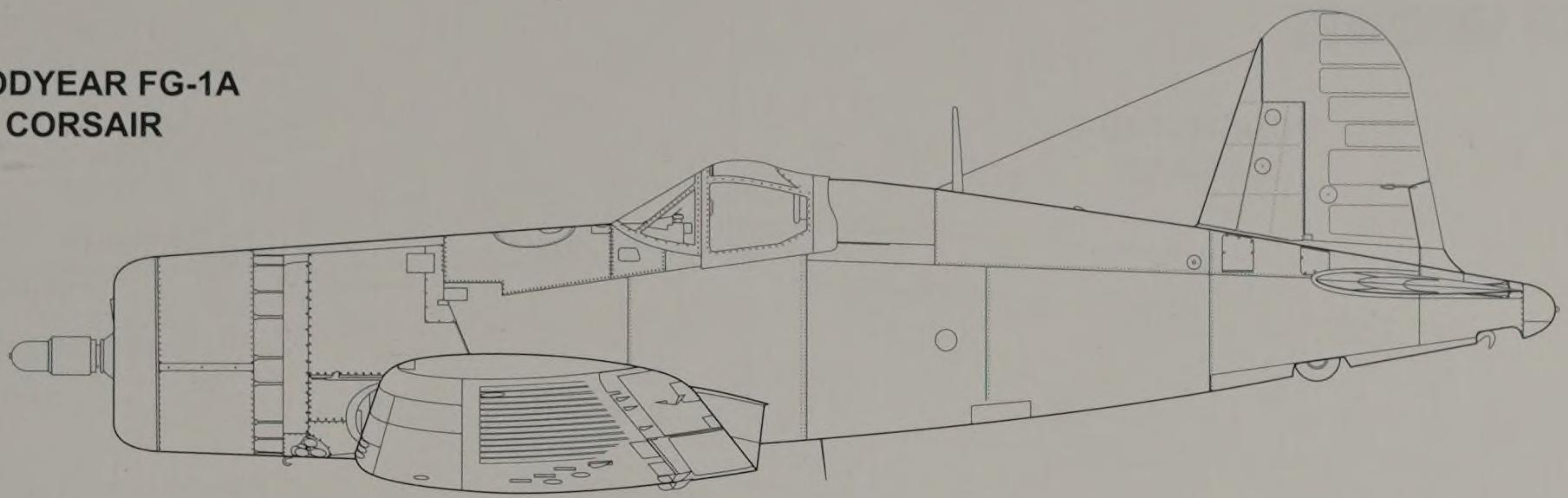


GOODYEAR F2G-1
CORSAIR



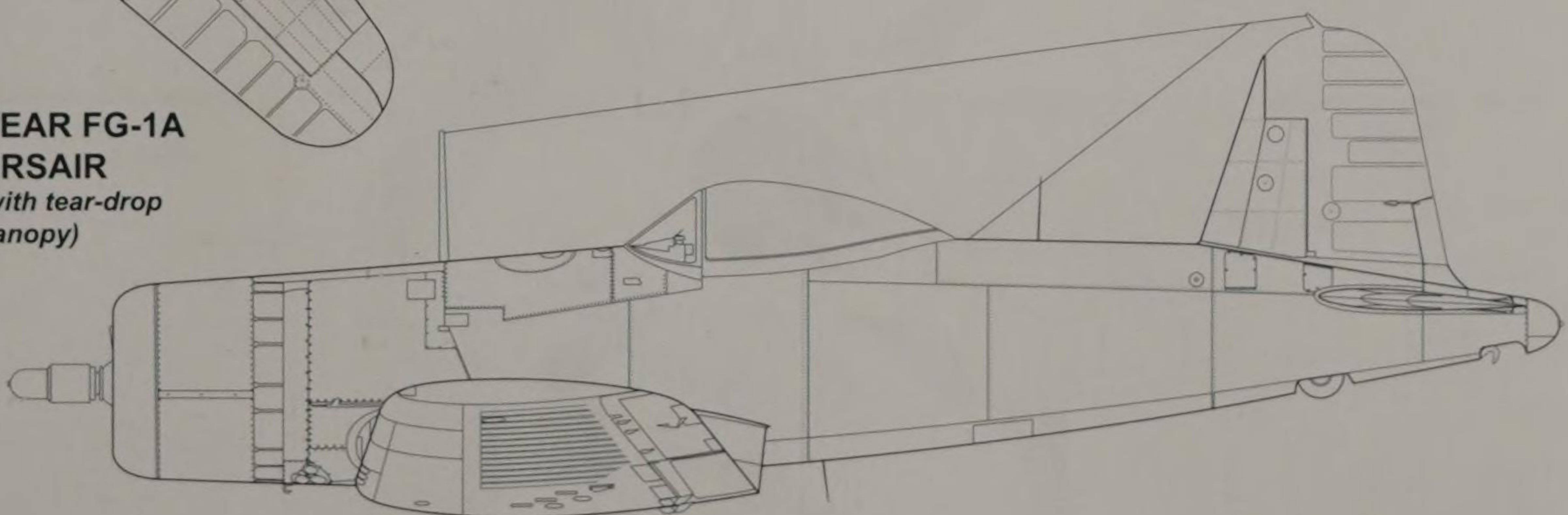
Heightened
vertical tail
surfaces

**GOODYEAR FG-1A
CORSAIR**



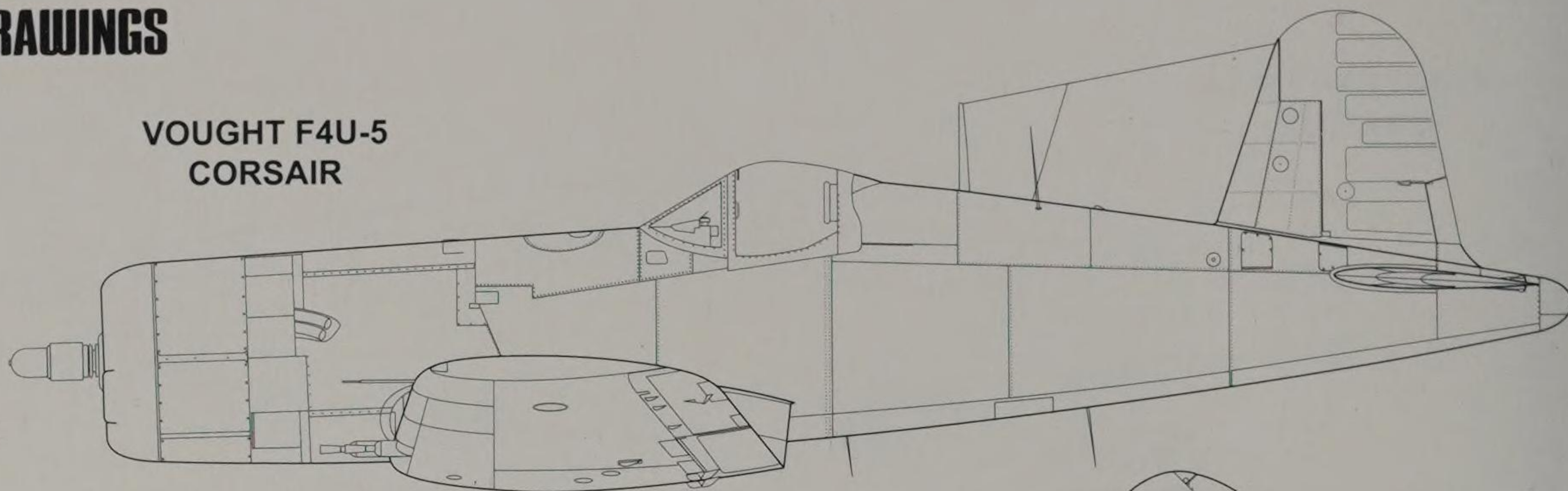
**GOODYEAR FG-1A
CORSAIR**
*(Fitted with tear-drop
canopy)*

**GOODYEAR FG-1A
CORSAIR**
*(Fitted with tear-drop
canopy)*

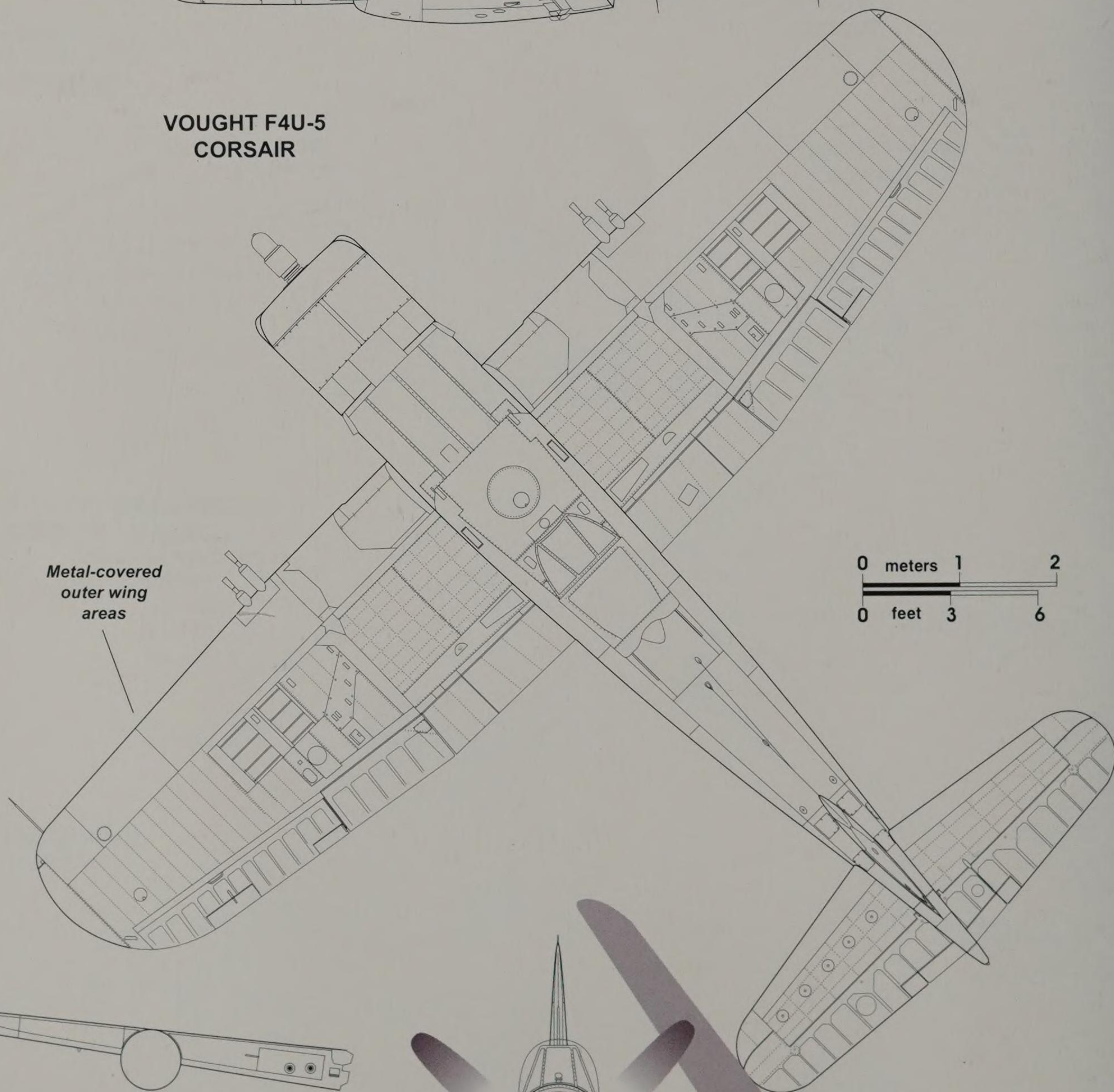


1/72 SCALE DRAWINGS

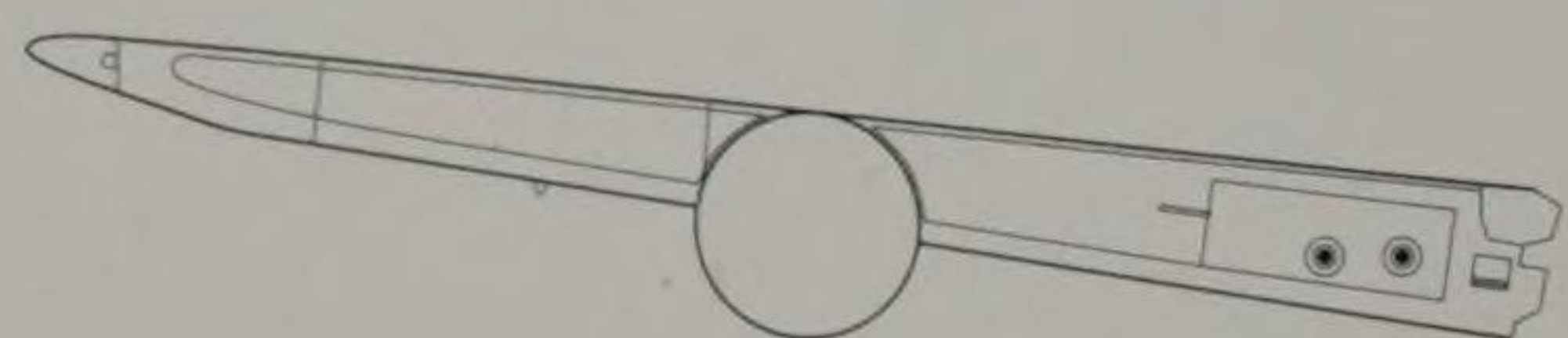
VOUGHT F4U-5
CORSAIR



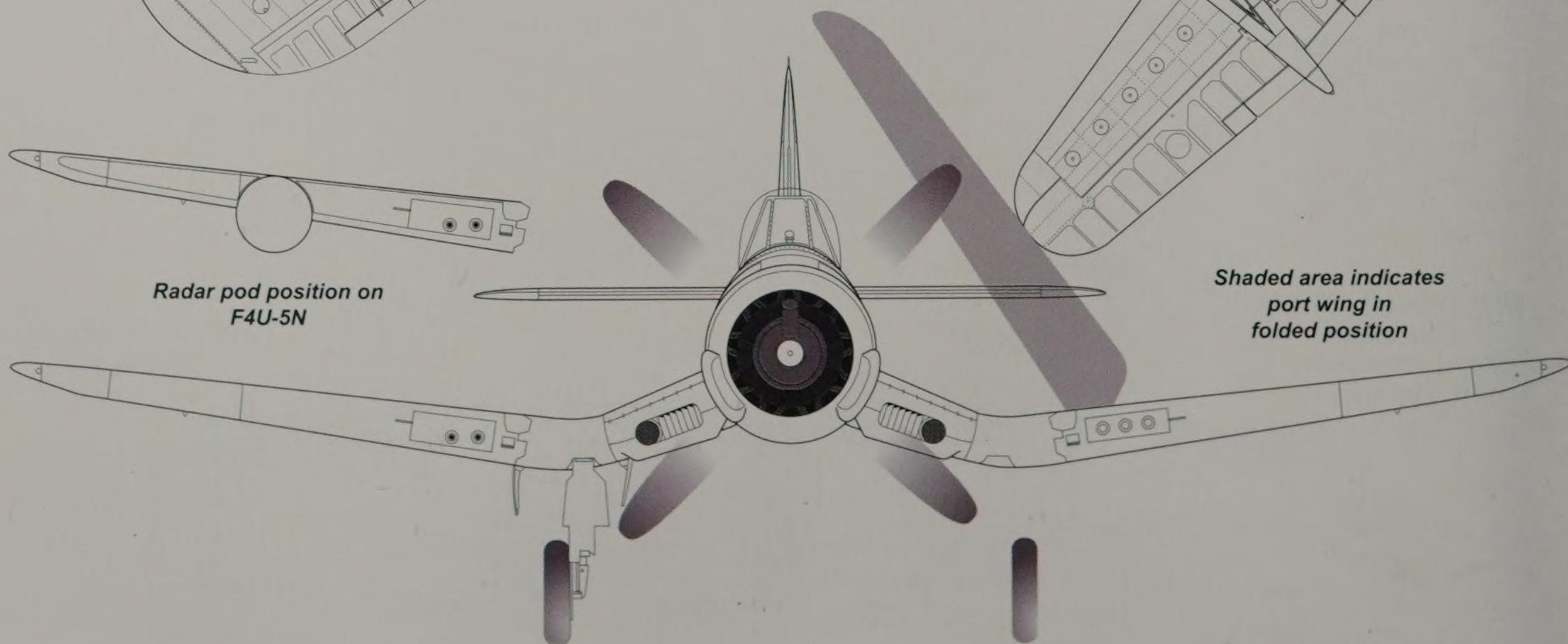
VOUGHT F4U-5
CORSAIR

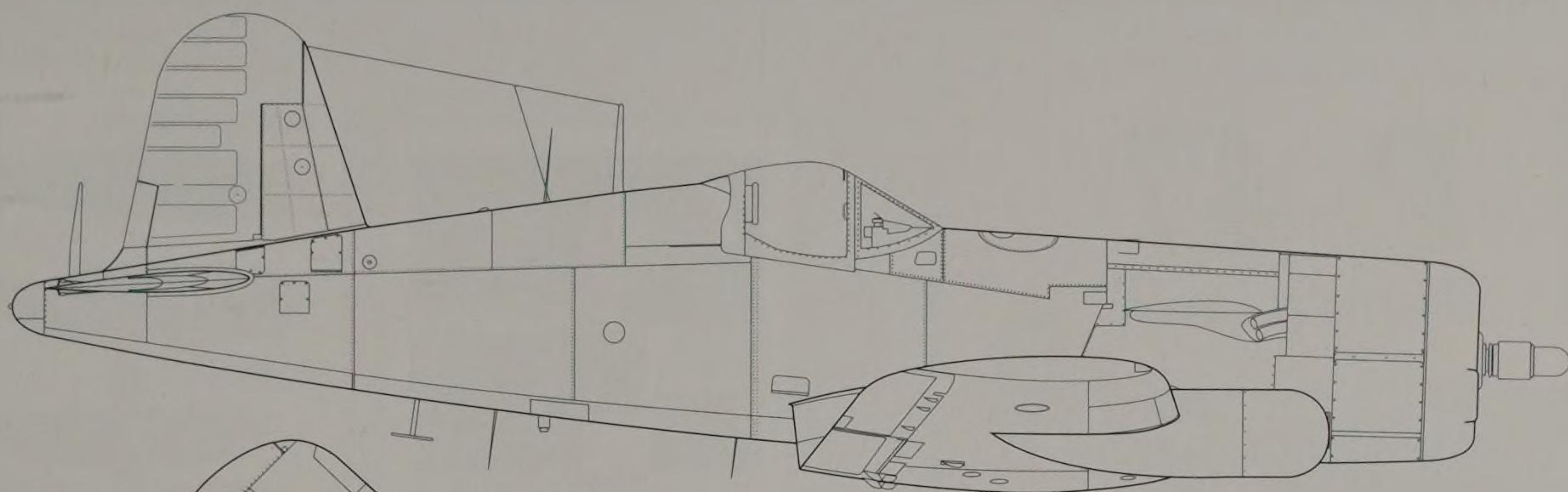


Radar pod position on
F4U-5N



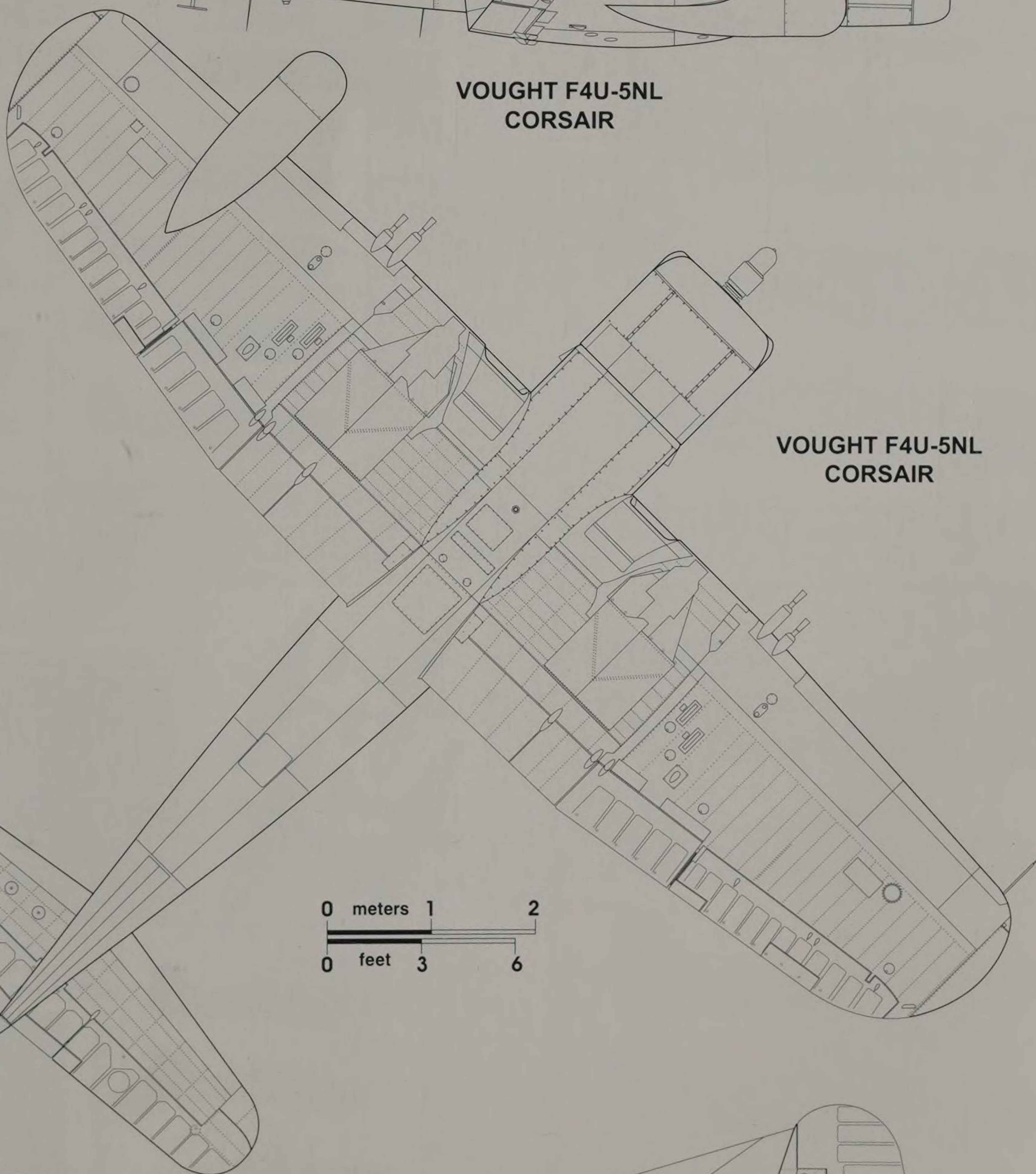
Shaded area indicates
port wing in
folded position



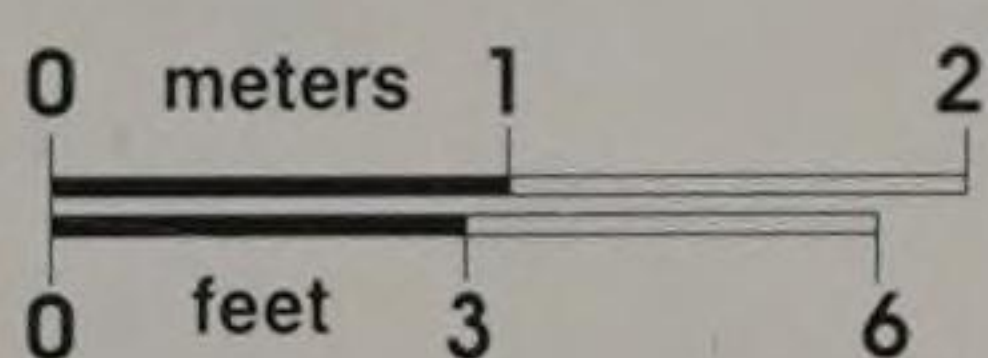


**VOUGHT F4U-5NL
CORSAIR**

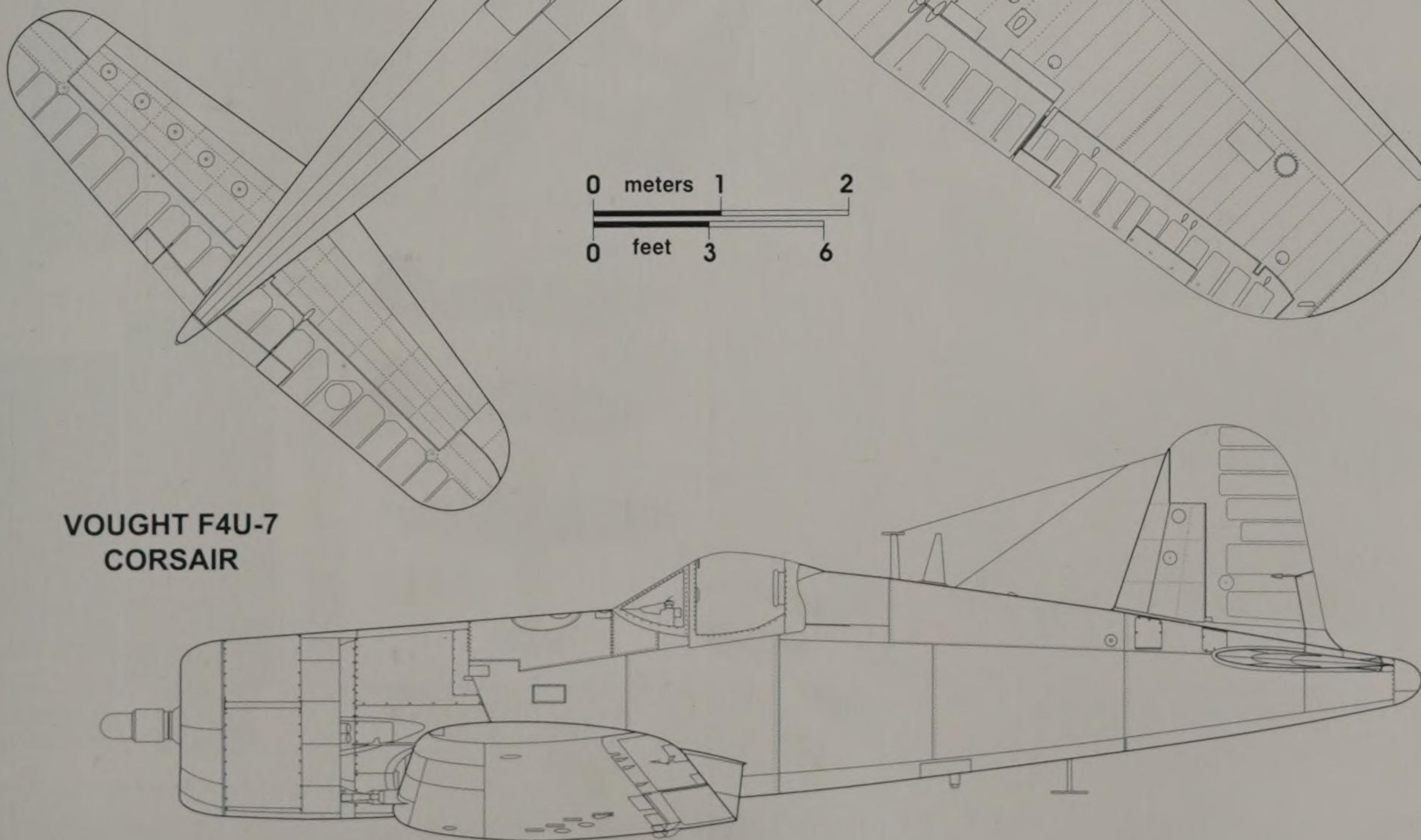
*Metal-covered
outer wing
areas*

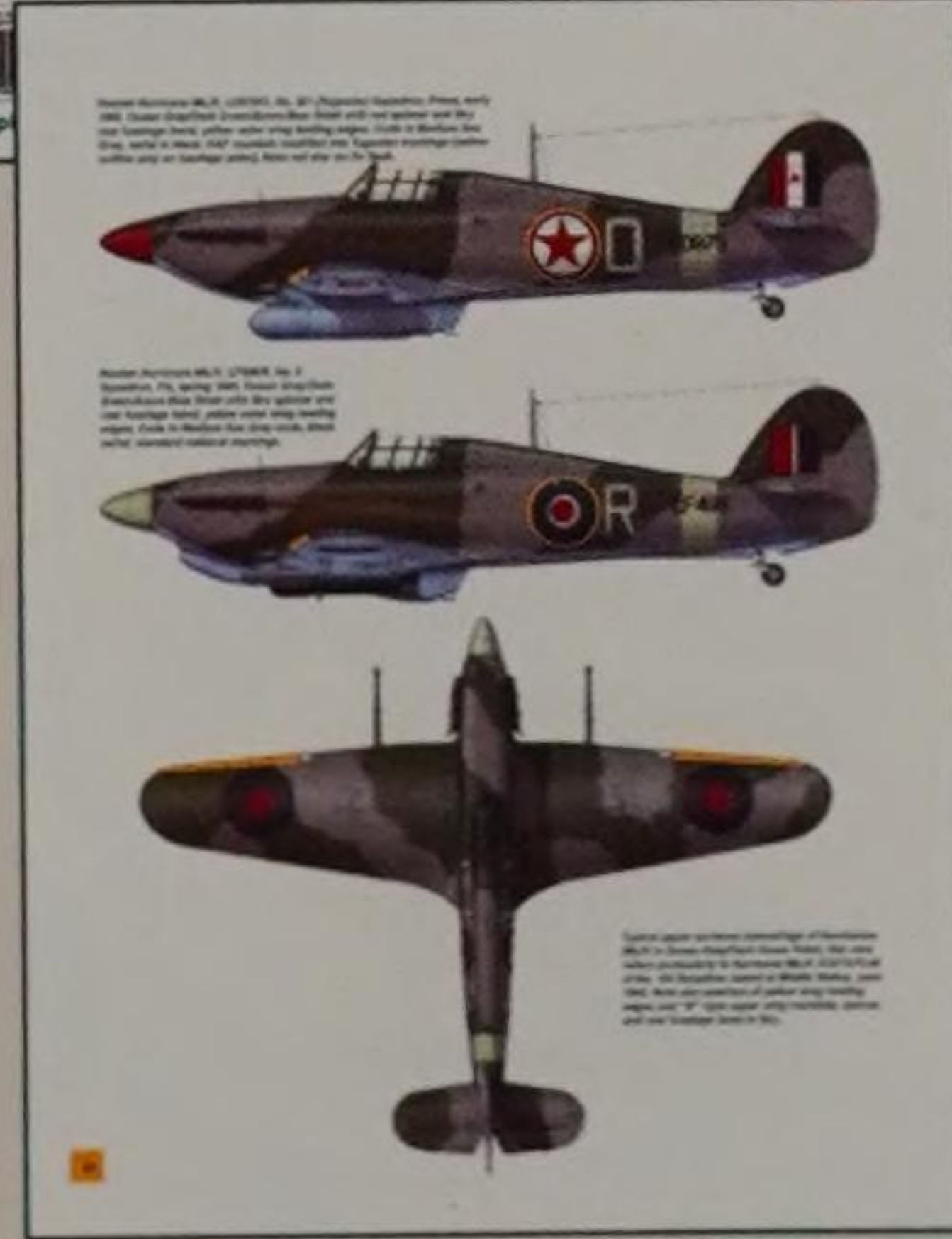
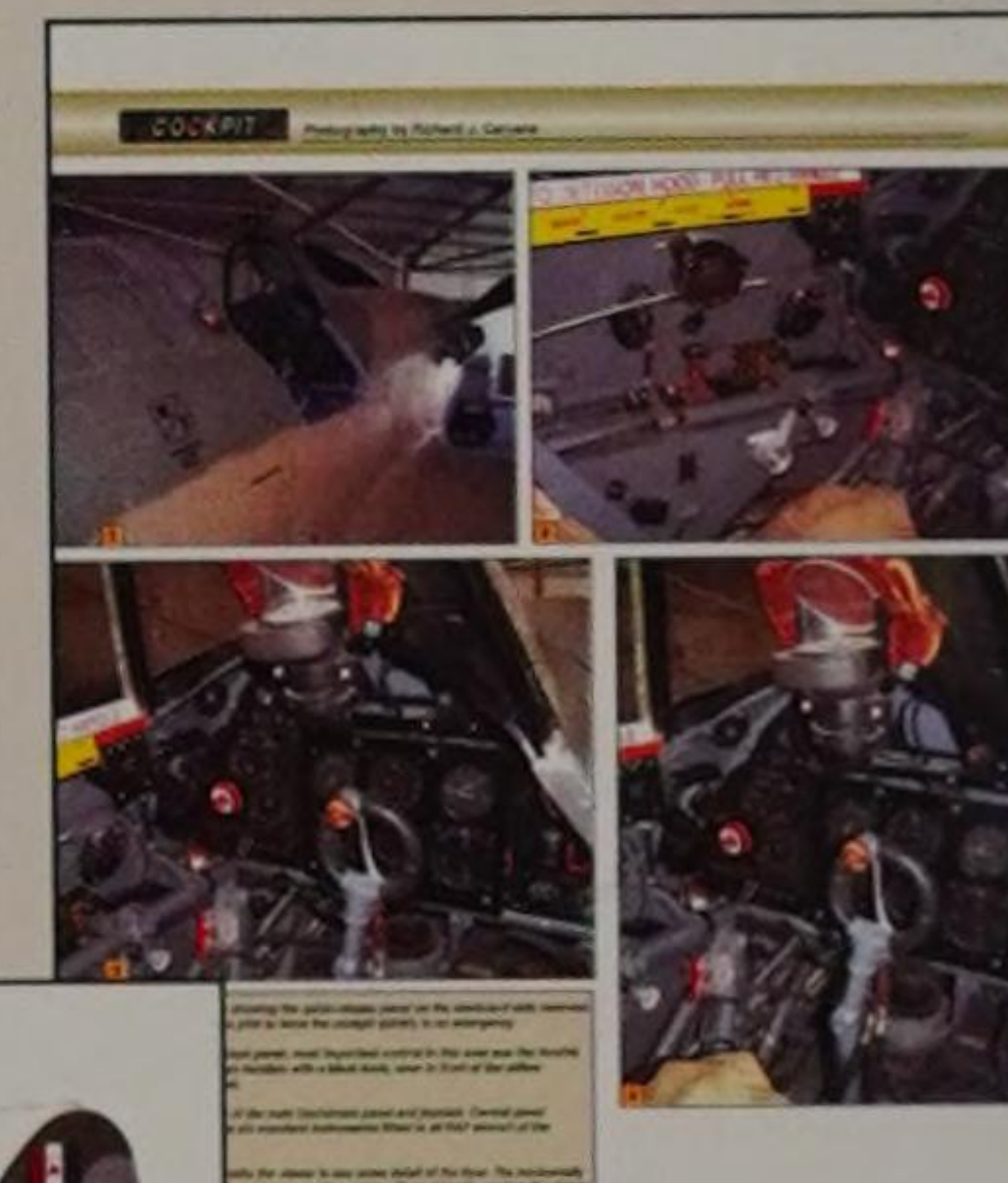


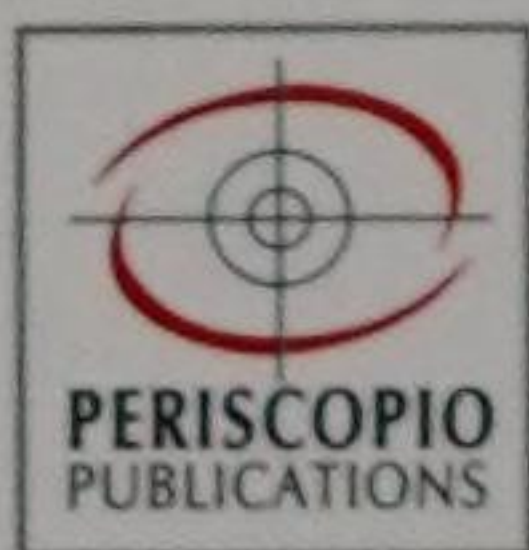
**VOUGHT F4U-5NL
CORSAIR**



**VOUGHT F4U-7
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